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FIRST EDITION

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THE HOUSE OF ORLEANS.

ITS PROSPECTS OF RESTORATION.

The Foundation and History of the Line—Its Affinity to the Old-time Bourbons—King Louis Philippe and His Living Descendants—How they are Awaiting their Opportunity—France Has a Chance for Stability and Success—Sketches of the Principal Members of the Family.

Taking it altogether, the reign of Louis Philippe was a more signal failure than has been that of the third Napoleon. The latter, up to a recent date, gave France stability of government, which the former failed most signally to achieve. Naturally of a liberal tendency, to which he owed his elevation to the throne, his besetting sin was indecision and vacillation, and to this he owed his downfall. But the star of the House of Orleans is again in the ascendant, and public opinion all over Europe very plainly points to the heir of Louis Philippe as the possible successor of the charlatan soldier who has led the armies of France to defeat, and brought a proud and patriotic people to the verge of national ruin. The cut-and-out Bonaparte Ministry which, under the leadership of the veteran Palikao, has displaced the so-called "constitutional" Cabinet of Ollivier, and is submitted to by the frenzied people of France for the time, because they are in a desperate strait and must recognize some faction for their leaders, holds its power by the most insecure and flimsy of tenures. If, under the direction of Palikao and Trochu, the beaten and baffled armies of the Emperor succeed in holding the victorious Germans at bay, and ultimately in driving them across the border, the present irresponsible ministry may be able to tide over the crisis. If, under their direction, the French army succeeds in penetrating the enemy's lines and forcing its way to Berlin, the throne of Napoleon is secure, the succession of the "tranquil infant" is assured, and the farce of "constitutional" government in France at an end for years to come. But if disaster follows quick upon disaster, Palikao will be sacrificed as was Ollivier, Trochu will share the fate of LeBœuf, and Napoleon will return to Paris neither dead nor victorious. In this event the House of Orleans presents to the people of France a possible hope of salvation. The old legitimate line of Bourbons is practically extinct and out of the question; to lay the foundations of a republic in such perilous times as the present is almost impossible, and France, in her despair rather than from her own free will, may turn to the Count de Paris with shouts of "*Vive le Roi!*" With such a contingency in store, the exiled princes are invested with an importance which warrants a passing notice.

The House of Orleans.

The region of France in which the city of Orleans is situated, and of which it was the capital, formed successively a viscounty and a county under the Carlovingian and Capetian dynasties. In 1344 it was created a duchy and peerage by Philip VI of France, and by him bestowed as an appanage upon his son Philip, who died in 1375. From that time, besides several princes of the royal family who occasionally bore the title, it was held by three families or branches—first, by that of Orleans-Valois from 1392 to 1498; second, by the first House of Orleans-Bourbon, from 1626 to 1660; and, third, by the second House of Orleans-Bourbon, from 1660 to 1842. The last-named family originated with Philip, the brother of Louis XIV, and reckoned among its members Philip, the regent under the minority of Louis XV; Louis Philippe Joseph, who was known as Philippe Egalite during the first French Revolution; and Louis Philippe, who was King of the French from 1830 to 1848. His eldest son, Ferdinand Philippe, who died in 1842, was the last who held the title of Duke of Orleans.

Louis Philippe, King of the French,

was born in Paris, October 6, 1773, and died in exile, near London, August 26, 1850. He was the eldest son of Philippe Egalite, the fifth Duke of Orleans of his house, and a great grandson of the Regent Philip, brother of Louis XIV, who ended a stormy career at the guillotine in Paris, on November 3, 1793. His mother, the Princess Louise Marie Amelie de Bourbon-Penthievre, was the granddaughter of the Count of Toulouse, a natural but legitimate offspring of Louis XIV and Madame de Montespan. Louis XVI was his godfather, and Queen Marie Antoinette his godmother. He followed his father's example, and gave in his adherence to the principles of the Revolution, rising to popularity by taking an active part in the Jacobin Club. He participated, as lieutenant-general, in several engagements, but subsequently fell under suspicion of being implicated in the alleged conspiracies of Dumouriez, and became in consequence a wanderer through Europe. In November, 1793, when the news of his father's execution reached him, he was engaged in teaching mathematics and geography in a German boarding-school. On October 21, 1796, he landed in Philadelphia, and passed three years in making the tour of the United States, in company with his brothers. On November 25, 1809, he was married at Palermo, Italy, to the Princess Marie Amelie, daughter of Ferdinand I, King of Naples, and of Maria Carolina, Archduchess of Austria, who was a sister of the Empress Maria Theresa of Austria, and an aunt of Maria Christina of Spain, of the ex-Grand Duchess of Tuscany, and of the Empress of Brazil.

On the restoration of the elder branch of the Bourbon family, with whom he had been reconciled in 1799, he returned to France, in 1814, after an exile of twenty-one years, his rank in the army and the family estates being restored to him. The return of Napoleon from Elba caused him to seek safety in England again, until after the battle of Waterloo. His protest against the reactionary policy of Louis XVIII sent him into exile still again, but he was permitted to return to France in 1817, and in 1824, on the accession of Charles X, with whom he was on friendly terms, the title of royal highness was accorded him.

In the revolution of July, 1830, which overthrew Charles X, his name occurred to Lafitte, Beranger, and the other popular leaders, as the only one who could rally the nation in support of constitutional monarchy. On August 7, by a vote of 219 out of 252, he was elected King of the French by the Chambers, the press approving the choice of the deputies, despite the protestations of Chateaubriand, and on August 9 he was solemnly crowned at the Palais Bourbon. The first six years of his reign were passed in combatting the legitimist, Bonaparte, and Republican factions, and after that time had elapsed his reign continued one of almost incessant tribulation, Guizot, Lafitte, Perier, Soult, Thiers, Mole, rising to and falling from power, successively and repeatedly, while difficulties with foreign powers were almost always on hand.

Finally, in 1847, bread riots broke out in various parts of the kingdom, caused by failure of the crops, and while the people were thus agitated banquets for the discussion of political reform were held at the capital. One of these, announced to be held on February 22, 1848, was opposed by the Government, the result of which was that, on the 23d, the streets of Paris were once more filled with barricades. The King, terrified and vacillating, abdicated in favor of his grandson; but this concession came too late, and the Chamber of Deputies finally sanctioned the overthrow of the monarchy on the 24th. Louis Philippe and his family again went into exile. The old King reached England with difficulty on March 4, and passed the remainder of his life at Claremont, the palace of the King of the Belgians, near London. The ex-Queen, Marie Amelie, survived until May 24, 1866, being universally respected and admired by all who were admitted to her limited circle of acquaintances.

The Descendants of Louis Philippe.

The eldest son of Louis Philippe, Ferdinand Philippe, who was known first as the Duke de Chartres, and subsequently as the Duke of Orleans, was born at Palermo, September 3, 1810, and was killed by being thrown from his carriage by ungovernable horses, on July 13, 1842. This tragedy sent a thrill of horror through all France, for the heir of the old King was universally beloved on account of his manly qualities and noble bearing on the field of battle, as well as his devotion to the best interests of France and the principles of constitutional government. If the career of the last Duke of Orleans had not been suddenly and tragically terminated, the Revolution of 1848 would probably never have occurred, and Louis Napoleon Bonaparte would still have been a seedy adventurer, haunting the clubs of London and writing books about his illustrious uncle.

The Duke of Orleans married, May 30, 1837, the Princess Helene, of Mecklenburg-Schwerin, an amiable and accomplished lady, who died in Richmond, England, May 18, 1858. By her he had two sons, Louis Philippe, Count de Paris, and Robert Philippe, Duke de Chartres, both of whom still survive, the former as the direct heir to the Orleans-Bourbon throne.

Four sons of the Orleans King are also living—the Duke de Nemours, the Prince de Joinville, the Duke d'Aumale, and the Duke de Montpensier. Sketches of the three last named will be found below. The Duke de Nemours, the second son, born in 1814, has four children—the Count d'Eu, born in 1842, and married to the Princess Isabella, eldest daughter of Dom Pedro II, Emperor of Brazil; the Duke of Alencon, born in 1844; the Princess Marguerite, born in 1846, and the Princess Blanche, born in 1857.

The eldest daughter of Louis Philippe, the Princess Louise, who died in 1850, married Leopold I, King of Belgium, in 1832, by whom she had three children, two of whom survive—Leopold II, King of Belgium, born March 24, 1837; and Carlotta, the crazed widow of the Archduke Maximilian of Austria, and Empress of Mexico, born June 7, 1840. His second daughter, the Princess Clementine, is the wife of the Duke Auguste of Saxe-Coburg-Gotha, of the Koharri or Roman Catholic branch of that family. She has two children—the Prince Auguste, married to the Princess Leopoldina, second daughter of Dom Pedro II, Emperor of Brazil, and at present an admiral in the Brazilian navy; and another son, who is commander of a regiment of chasseurs in the Austrian army.

Altogether, the direct living descendants of Louis Philippe number about thirty-five, an enviable number in comparison with the one "tranquil infant" who makes up the family of Napoleon. Of the leading and most prominent members of the family we present brief sketches.

Louis Philippe d'Orleans, Count de Paris,

eldest son of the last Duke of Orleans, and grandson of Louis Philippe, was born at Paris August 24, 1838, he was carefully educated by his mother, who endeavored to inspire him and his brother, the Duke de Chartres, with the principles of his father, and make them unqualified friends of constitutional liberty. In this she did not entirely please her father-in-law, Louis Philippe, who, a few months after the death of her husband, caused a bill of regency to be presented to the Chambers, depriving her of the rights which belonged to her according to the usages of the French monarchy.

The Count de Paris was scarcely ten years old when the Revolution of February, 1848, broke out. Accompanied by his heroic mother and the Duke de Chartres, he was present at the Chamber of Deputies on the memorable 24th of February, and was on the point of being proclaimed king under the regency of the Duchess of Orleans, when a frenzied crowd that would not be content with the mere abdication of the King invaded the hall and turned the chances against him. With extreme difficulty they were saved from the fury of the populace. They fled first to the Hotel des Invalides, then secretly removed to Bligny, and finally succeeded in reaching Belgium in safety. After remaining for a time at Ems, they settled at Eisenach, through the hospitality of the Grand Duke of Weimar, maternal uncle of the Duchess, and subsequently took up their abode at Claremont, with the rest of the Orleanist exiles. The successful establishment of the Empire by Napoleon III dissipated their hopes for the time, and so preyed upon the mind of the anxious mother as to bring upon her an illness resulting in death on May 18, 1858, as already stated.

In the autumn of 1861, the young Count de Paris, accompanied by his brother, the Duke de Chartres, and his uncle, the Prince de Joinville, came to the United States, where they were courteously and kindly received by the highest officials. General McClellan, then in chief command of our armies, proposed that the young princes should serve on his staff, which they did, with the rank of captains of volunteers, but without pay and at liberty at any time to resign their commissions. They remained on General McClellan's staff until the conclusion of the disastrous Virginia campaign of 1862 and the retreat of the Army of the Potomac in June, when they returned to Europe. Since then the Count de Paris has been quietly biding his time, and awaiting just such a combination of circumstances as at present give him a reasonable hope of ascending the throne of his grandfather.

The Count de Paris, on May 30, 1864, married his first cousin, the Princess Marie Isabelle Francoise, eldest daughter of the Duke de Moutpensier and the Infanta Marie Louise, sister of the ex-Queen Isabella II of Spain, who was born September 21, 1848. By her he has a daughter, the Princess Marie Amelie, born in 1865, and we believe another child also.

A remarkable article, entitled "Germany and its New Tendencies," which appeared in the *Revue des Deux Mondes* of Paris in August, 1867, and attracted considerable attention, is said to have been written by the Count de Paris.

Robert Philippe Louis, Duke de Chartres,

the second son of the last Duke of Orleans, was born at Paris November 9, 1840. He was but two years of age when his father died, and only six when driven into exile by the dethronement of his grandfather. He has followed the fortunes of his elder brother in Europe and America. On June 11, 1863, he married his first cousin, Francoise Marie Amelie, eldest daughter of the Prince de Joinville, by whom he has had three children—the Princess Marie, born January 13, 1865; the Prince Robert, born January 11, 1866, and the Prince Henri, born in 1867.

Francois Ferdinand Philippe, Prince de Joinville,

third son of Louis Philippe, was born at Neuilly August 11, 1818. He received a liberal education in the public colleges of France, went to sea at the age of thirteen, soon after his father's accession to the throne, and, devoting himself zealously to his profession, soon became a great favorite in the French navy. Being entrusted with the task of demanding reparation from Mexico, he was present, as commander of the corvette Creole, at the bombardment of the castle of San Juan d'Ulloa, and entered Vera Cruz at the head of the storming party, being the first to enter the gates, under a heavy fire, and being saved from certain death only through the devotion of one of his officers. In 1841 he commanded the frigate La Belle Poule, which transported to France the remains of the First Napoleon. He rose finally to the rank of rear-admiral, commanded a squadron in the war with Morocco, bombarding Tangiers and capturing Mogador, and for this service was promoted to the rank of vice-admiral. He was in Algiers with his brother, the Duke d' Aumale, at the time of the revolution of February, 1848. Following his family into exile, he devoted considerable time to writing articles on the naval service for the *Revue des Deux Mondes*, the last of which, published in 1865, was a comparative review of the fleets of the United States and of France, and excited much attention. After accompanying his two nephews on their military visit to this country, in 1861-62, he published in the *Revue des Deux Mondes* a well-written and critical review of the Virginia campaign, which he had witnessed as an attendant upon General McClellan's staff. On May 1, 1843, he married, at Rio Janeiro, Donna Francisca de Braganza, sister of the Emperor Pedro II of Brazil, by whom he has had two children—the Princess Francoise Marie Amelie, born in 1844, and married to her cousin, the Duke de Chartres; and the Duke de Penthievre, born in 1845.

Henri Eugene Philippe, Duke d'Aumale,

fourth son of Louis Philippe, was born at Paris January 16, 1822. At the age of seventeen he entered the army; participated in the Algerian campaign of 1840-41, with his brother, the Duke of Orleans, and in 1842-43 was again in Algeria, where he conducted one of the most brilliant campaigns of the war, capturing the camp and all the correspondence of Abd-el-Kader, together with 3600 prisoners and an immense treasure. He was made a lieutenant-general for this service, and in 1847 became Governor-General of Algeria, which position he filled when Abd-el-Kader surrendered. After the revolution of Feb., 1848, he joined the exiled family in England, where ge has since principally resided, devoting himself to literary pursuits. A pamphlet published by him in 1861 created a great sensation, and led to a challenge to Prince Napoleon, to whom it was addressed, and who gained but little credit in France by refusing to meet his antagonist. The Duke d'Aumale owns several fine estates in England. In 1844 he was married to Marie Caroline Auguste de Bourbon, daughter of Prince Leopold of Salerno, by whom he has had two sons. The youngest of these, Francois Louis Marie Philippe, Duke de Guise, born in 1854, is the only one now living.

Antoine Marie Philippe, Duke de Montpensier,

is so well known in connection with his candidacy for the vacant throne of Spain, that but little need be said concerning him. The fifth son of Louis Philippe, he was born at Neuilly July 31, 1824; entered the army in 1842 as a lieutenant of artillery; served in Africa in 1844-45, with distinction; and after a tour through the East, married the Infanta Marie Louise Ferdinande de Bourbon, sister of Isabella II, then Queen of Spain. The excitement and irritation resulting from this master-stroke of policy on the part of Louis Philippe nearly led to a rupture between France and England. After the Revolution of February, 1848, he resided for a time in England, but finally removed to Spain, where he received the title of Infante, and the rank of Captain-General. On the overthrow of Isabella II he at once became a candidate for the throne, and his course in this matter led to a duel with Prince Henri de Bourbon, brother-in-law of the ex-Queen, and her cousin, as well as cousin of his own wife.

The encounter, which came off on March 12 last, was fatal to Prince Henri, but the only punishment awarded the Duke was one month's banishment from Madrid. He has two sons and four daughters—the Princess Marie Isabelle Francoise, born in 1848, married to her cousin, the Count de Paris; the Princess Amelie, born in 1851; the Princess Christine, born in 1852; the Prince Ferdinand, born in 1859; the Princess Marie de los Mercedes, born in 1860; and the Prince Antoine, born in 1866.

The Orleans Princes and the Present Crisis in France.

Against the decree which, after the Revolution of February, 1848, banished the whole Orleans family from France, the Prince de Joinville and the Duke d'Aumale protested at the time, but in vain, and all subsequent efforts made by them to secure its reversal have proved equally futile. Less than two months ago another effort was made, the princes joining in signing the following letter to the Corps Legislatif:—

TWICKENHAM, June 19, 1870.—Gentlemen:—A proposition to abrogate the exceptional measures which fall heavily on us has been brought before you. In the face of that demand we deem it our duty not to remain silent. Ever since 1848, under the government of the republic, we protested against the law which exiles us—one of mistrust, which nothing then justified; nor has aught occurred to render it more excusable since that date, and we now come forward to renew our protest before the representatives of the nation.

It is not a favor which we ask for, but our right—that which belongs to all Frenchmen, and of which we only are deprived.

It is our country which we claim, the country which we love and which our family have ever served loyally, from which none of our traditions separate us, and the very name of which makes our hearts beat faster, for nothing can replace, to an exile, the absent land of his birth.

LOUIS-PHILIPPE D'ORLEANS, Count de Paris.
FRANCOIS D'ORLEANS, Prince de Joinville.
HENRI D'ORLEANS, Duke d'Aumale.
ROBERT D'ORLEANS, Duke de Chartres.

The Marquis de Pire moved to respond in the affirmative to this appeal, but the petition was referred to the Committee on Petitions, who, at the request of M. Ollivier, about a week later reported unfavorably on the application, the Emperor intimating that the time had not yet arrived to grant such a favor, and adding that he will urge the removal of the restraints whenever, in his judgment, it is safe and proper to do so. Yesterday, in the Corps Legislatif, Deputy Estancelin repeated the motion to abrogate the decree of banishment, but it again failed.

When the candidature of Prince Leopold of Hohenzollern for the throne of Spain was sprung upon Europe early in July, it was currently reported that the Orleans princes had a hand in bringing it about, which is doubtless correct, as they could readily foresee that it might result in complications which would give them the opportunity to return to France, not as suitors for their rights as Frenchmen at the hands of Napoleon, but as the undisputed claimants of the throne. Since the outbreak of the war with Prussia it has been reported that they have been prodigal of their means for the benefit of the French wounded, a reasonable bid for the sympathy of their countrymen, and now that Napoleon has been driven almost to the wall, they have all joined in a demand to be permitted to serve the cause of their imperilled country. A London despatch of the 10th states that the Duke d'Aumale has offered his services to the Emperor, while a despatch published by us yesterday reports that the Prince de Joinville has asked leave to serve in the French fleet. He and the Duke d'Aumale are now at Weisbaden, awaiting developments, and the Count de Paris is in England. In a few days it is possible that the whole family may be enabled to return to France and take the reins of power which are about falling from the feeble grasp of the man who has refused them their simple rights as Frenchmen and patriots.

WAR NEWS BY MAIL.

THE RHINE FRONTIER.

The Meaning of the French Cry "To the Rhine!"—The Rhine Provinces, and What They Are.

A correspondent of the London *Times* wrote as follows to that journal before the commencement of actual hostilities:—

"While the war between France and Prussia still hangs fire, and we are held in suspense about the great events of which we are to be witnesses, I hope some remarks concerning the probable results of the struggle may be of some use to your readers. As the French have been busy for these last four years with gigantic preparations, it is natural to presume that, in their own estimation at least, they fancy they have insured success, and that at the close of the war they will be able to impose their own conditions upon their vanquished adversaries. France, it is understood, should never have gone to war unless it were with a view to recover her natural boundaries, and, on the eastern side, the only possible frontier for France ought to be what it was for Gaul in the time of Cæsar—the Rhine.

"As the war is now to be waged against Germany alone, we must first inquire what is understood by the words 'German Rhine'—what territory would fall to France in the event of her extending her dominions over the whole left bank of the river. The 'German Rhine' which France covets consists—1, of Rhenish Prussia, the provinces of Dusseldorf, Cologne, Aix-la-Chapelle, Coblentz, and Treves, with a population of 3,465,063; 2, of Rhenish Bavaria, with 626,066 inhabitants; 3, of Rhenish Hesse, with 235,665; 4, of Birkenfeld, belonging to Oldenburg, with 34,391; and finally, 5, of Meissenheim, formerly belonging to Hesse-Homburg, then to Hesse-Darmstadt, and more lately ceded to Prussia, with 13,706. By merely gaining the German Rhine France would thus add 4,374,891 human beings to her population, now already exceeding 38,000,000, and would thus attain a population of 42,374,891. By this first addition, however, France, which is already in possession of the left bank of the Rhine all the way from Basle to Lauterburg, along the Alsatian territory, would extend her dominion further up from Lauterburg to Emmerich, including Spires and Worms, Mayence, Coblentz, Cologne, and Dusseldorf.

"But to what complications would the reassertion by France of her rights to her natural frontier thus far necessarily give rise? From the Moselle at Sierck all along the borders of Luxemburg, Liege, and Limburg, France would encompass Holland and Belgium on their eastern, as she already fronts them along their western, frontier. The whole of the Belgian and a large portion of the Dutch Netherlands would thus lie within French territory on both sides, as if between two great jaws, ready at any moment to fasten upon them. Nay, more; even beyond Emmerich, and all the way down to Rotterdam, Dutch provinces lie also within the left bank of the Rhine, and so far did the natural frontier of Gaul in ancient times extend.

"France may, for a time, and perhaps forever, forbear to use her advantage; but were she, in the event of an indefinite prolongation of the war, to feel tempted at any time to round off her territory, it is worth while to consider that Belgium alone contains a population of 4,839,094, while the Dutch provinces on the left bank of the Rhine—Luxemburg, Limburg, and North Brabant—number no less than 892,574 inhabitants, and, with a part of South Holland, would exceed 1,000,000. The extension of the French empire to its 'natural frontier' of the Rhine—that is, all along its left bank, from the Swiss frontier at Basle to its mouth near Rotterdam—would thus add to the 38,000,000 Frenchmen at least 10,066,559 new German, Belgian, and Dutch fellow subjects, or constitute a State of little less than 50,000,000 inhabitants.

"In the matter of mere numbers France would gain about one-fourth of her present extent, but there is hardly any part of her present territory which could compare in fertility, wealth, and industry with these new acquisitions. Such an addition would, besides, confer upon France a long line of sea coast, the mouths of the Scheldt and the Maas, besides a score of the strongest fortresses in Europe.

"All this and much more did France, within the memory of living men, make her own by right of conquest. I am not unwilling to accept her declarations of disinterestedness and moderation at the present juncture; but I think it behooves the neutral powers to anticipate all contingencies, to be on their guard, and, if necessary, to adopt timely measures."

CONTRABAND OF WAR.

The Coal Question and Its Vital Importance to France—Its International Aspect.

A correspondent of the London *Times* writes as follows from Berlin, under date of July 26:—

"Prussia has a small fleet; France has a large one. But to make a fleet of use it is necessary to give it motive power, and the French are bent on doing all the mischief they can, very naturally, in the Baltic and along the coasts of Prussia and Hanover. To prevent and impede their operations as far as possible, the Prussian authorities have put the light-houses out of commission, removed the buoys, and left the coast in darkness and the sea pathless; but they cannot hinder the enemy from establishing blockades of great ports and landing forces to make demonstrations more or less serious against their inland towns. The French, however, would be obliged to act in stormy seas and to keep at large far from their supplies. In this state of things it is reported that the French have chartered many vessels at Newcastle and elsewhere to load with coal with which to supply their fleet in the Northern Seas. The news has caused great commotion in the cities, and the Prussian authorities have, I hear, called Lord A. Loftus' attention to the transaction in energetic terms, regarding such an employment of neutral vessels as a breach of neutrality. Undoubtedly, it would seem that such a chartering of neutral ships would come within the terms of the act of George II cited in her Majesty's proclamation. The use of British vessels as 'store-ships' for belligerents is distinctly forbidden in case of war. It is difficult to argue that vessels chartered with cargoes of coal for the use of a French fleet engaged in hostile operations against a power with which we are at peace, and sent out to put their cargoes on board that fleet in the open sea, are not acting as 'store-ships' for an enemy. It is unfortunate that some clear understanding as to the nature of coal has not been arrived at by all the great powers. It would be rather a stretch of terms to hold that if coal be contraband of war, the trade in it between neutrals and belligerents should cease, and that England, for instance, should not sell coal to the merchants of France, because the French Government might buy it for war purposes. Such theories, pushed to conclusions, would inflict on neutrals a good deal of the evils of war, for which they were not responsible. Horses may be, and are, considered contraband of war, but it will be hard to persuade a Yorkshire breeder that he ought not to sell his horses to Frenchmen or Prussians because they are fighting each other. It is obvious that considerable complications and difficulties may arise from these questions. I believe that Great Britain is bound by the French treaty not to prohibit the export of her coal; yet coal is the life of steam, without which a fleet is of little value."

THE PRUSSIAN ANNOUNCEMENT.

Bismarck's Diplomatic Circular Announcing the Declaration of War by France—Napoleon's "Pretexts Invented for the Occasion."

The following is the text of the circular addressed by the Federal Government to its diplomatic agents abroad, announcing that France declared war to Prussia:—

BERLIN, July 19, 1870.—The Imperial Government of France has sent to us, through its Charge d'Affaires, the enclosed document, which contains the declaration of war. It is the first official document we have received from the French Government relative to the grave affair which has occupied the world for a fortnight. In that document the French Government gives the following reasons for the war it makes against us:—Firstly, the refusal of the King to pledge himself that the advent of a Prussian prince to the throne of Spain should not take place with his consent; secondly, the alleged notification to the Cabinets of the refusal by the King to receive the Ambassador of France, and to continue negotiations with him. We summarily answer to those allegations that his Majesty the King, having from respect for the independence and the autonomy of the Spanish nation, and for the freedom of the resolutions of the princes of the Hohenzollern house, never thought of putting Prince Leopold on that throne, the demands to which his Majesty has been subjected to obtain assurances for the future were both unjustifiable and arrogant. To have a suspicion that he entertained an afterthought of an intention hostile to France was but a gratuitous invention. The alleged notifications to the Cabinets never took place, and the King never refused to treat with the French Ambassador. On the contrary, the French representative never expressed the wish to enter into official negotiation with the King's government. It was personally, and in a private conversation with the King at Ems, that he spoke about the questions referred to. At home and abroad the German nation has recognized that the efforts of the French Government had but one aim—a humiliation, which the nation cannot bear. It has recognized that war, which Prussia could never have thought of, was imposed by France. The whole civilized world will admit that the motives put forward by France do not exist, that they are merely pretexts invented for the occasion. The German Confederation and the allied Governments of Southern Germany protest against an aggression which never was called for, and they will repulse it with all the means God has given them. You will leave a copy of the present despatch with the Minister of Foreign Affairs of the Government to which you are accredited. BISMARCK.

AUSTRIAN NEUTRALITY.

Count Von Beust's Diplomatic Circular on the War Crisis—Austria Neutral, but Independent and Prepared.

The following is the text of the despatch Count Beust forwarded on the war crisis to the diplomatic agents abroad of the Austro-Hungarian empire. It says:—

As soon as the candidature of the Prince of Hohenzollern to the throne of Spain took a turn menacing the tranquillity of Europe, the preservation of peace was the sole object of our efforts. We could not think of assuming the part of an arbitrator in the conflict that had burst out so suddenly, and it would not have become us to pass judgment on the value of the arguments brought forward by both parties. Most of the Cabinets, without any concert, have taken an identical attitude, and the Imperial and Royal Government associated itself with the efforts made from several quarters to arrive at a pacific solution. Absorbed by that task, to which we devoted our active zeal, and in the hope that the tension would diminish, we waited until now to adopt the attitude that commended itself to us should war become inevitable between the two powers implicated in so regrettable a quarrel. However, we must admit now, with a deep regret, that our own efforts and those made by the other powers have not any further chance of success. Far from diminishing, the quarrel has been pushed to such a pitch that the boundless passions leave no ground for an efficacious mediation. The declaration of war by France has reached Berlin, and, in face of so decisive a fact, I cannot delay any longer to give you the instructions you are to follow—instructions dictated by the interests and the dignity of the Austro-Hungarian Empire. Since we have not succeeded in preventing, for our own sake and for Europe's sake, the dreadful perturbation which will be the inevitable result of the collision between two powerful nations, at least we wish to lessen its violence. To attain that end the Imperial and Royal Government must confine itself, during actual hostilities, to a passive attitude, and observe the neutrality demanded by such an attitude. True, that attitude does not exclude the watching over the security of the monarchy and of protecting its interests by placing ourselves in such a position as to save it from every possible danger. We see countries whose position is guaranteed by international stipulation, and who are not slow, notwithstanding, to make considerable sacrifices to be enabled to meet every contingency and to protect themselves. Such examples ought not to pass without any notice, for they prove how wide is the conviction that it is not enough to remain neutral, unless neutral countries are ready to cause their independence to be respected in case of need. Most assuredly in circumstances such as those in which we are placed feebleness as well as passion can be a source of danger for the countries as well as for the Governments. There are two shoals that a nation ought to avoid in order not to be repulsed from the way traced by her own interests. The Austro-Hungarian empire must resist any pressure, must be deaf to any sudden feeling, if it wishes to remain the master of its destinies, if it wishes not to be left to the mercy of events. The sincerest desire of the imperial and royal governments is to preserve the monarchy from the eventualities to which a great portion of Europe is exposed. We shall not cease to have that object in view, and all the measures we are taking are dictated solely by the wish to secure in the meantime the calmness and the interests of the nations of Europe. VON BEUST.

WAR MISCELLANY.

Napoleon Foredoomed to Defeat.

The London *Spectator* of July 30 says:—

As yet the auguries are with the Teuton. The Emperor of the French, whether pressed by some unexplained necessity, or intent on some over-subtle combination, or, as we believe, deceived by his hopes from some subterranean intrigue, has allowed his great adversary, whose fearful strength no one in his empire but himself thoroughly comprehends, to secure the 14 days which was all he needed for preparation. War was declared on the 15th, no advance was made till the 29th, and within those fourteen days Germany, from Posen to the Lake of Constance, has rolled itself together in arms to bar Napoleon's road. France will not be defeated by any momentary muddle. The solitary circumstance against her other than her cause, and her deficiency, as we believe, in numbers, is that she is led by Napoleon—that is, by a man who makes war as he makes *coups d'etat*, like a conspirator; who fights in order to obtain grand scenic effects; who, if he finds a genius in his army, must think before he uses him whether genius is compatible with implicit devotion to Cæsar; and who, unless we wholly misread his manifestoes in this war, deeply mistrusts his fate. There is dejection in his bearing, dejection as of a man who feels a self-imposed task too heavy for endurance.

Napoleon's Body Guard.

The following is the official list of the persons who were appointed to accompany the Emperor to the army headquarters:—Generals de Beville, de la Moskowa, Castelnau, de Waubert, de Genlis, Reille, Fave, Pajol, and Canu, as Aides-de-Camp; General Courson de la Villeneuve, Adjutant-General of the Palace; Captains Nepp, d'Hendecourt, Dreysse, de Morcourt, and de Trecesson, orderly officers; Viscount Lepic, Marechal des Logis of the Palace; Colonel de Toscher la Pagerie, Marechal des Logis; Count Davilliers de Saint-Jean d'Angely, First Equerry; MM. Raimbeaux, Suarez d'Antan, and de Masse, Equerries; Doctors Conneau, Corvisart, and Larrey; M. Pietri, Private Secretary, and Viscount Pierre Daru, Cabinet Courier, and MM. de Tascher la Pagerie.

Eugenie's Toast to Thiers.

It is related of the Empress Eugenie, that on her return from Cherbourg, at dinner at St. Cloud, she surprised all present by proposing a toast. The fortunate mortal thus honored was no other than M. Thiers. The assembled guests could not believe their ears. Her Majesty condescended to explain:—"To M. Thiers, to whom we are indebted for the fortifications of Paris, a work which now enables us to send to the frontier 100,000 men who otherwise could not have been spared."

Paris the Weak Point of France.

The Paris correspondent of the Cincinnati *Commercial* writes:—

The weak point of France, I expect, is this bloated, pampered, passionate, heedless, headlong Paris. I do not believe in the great depth or enduring qualities of the war sentiment displayed here for a few nights after the declaration of the war. There was fury in it, and feverish excitement, but not evidence of tenacity, capacity to suffer and grow strong in suffering. The processions, bearing tri-colors and torches, looked a little as if they were esteemed as fine *sprees*, rather than as demonstrations of an ardor quenchable only by death. Like a good many of our torch-bearers in political campaigns, the mass of the actors were boys. There were blouses marching with the rest, but the workingmen were not, I am convinced, out in force. The constituents of Rochefort have not been converted into admirers of the Emperor. Upon the whole, the Emperor would do well to keep a few reliable regiments within easy reach of Paris. There are persons here, and a great many of them, who have a far greater hatred of him than of the Prussians, and who would be willing to see France humiliated for the sake of the destruction of his dynasty.

The Position of Austria.

The Berlin correspondent of the New York *Evening Post*, writing on July 23, says:—"There has been a very natural anxiety to know what position Austria will take in the coming conflict, and though we have nothing official at present, there is but little doubt but that she will keep a strict neutrality, unless, indeed, Russia allies herself to Prussia, as it has been rumored she will, in which case a general European war is threatened. It would have surprised no one to have seen Austria at once declare for France. The *Wehr* (Military) *Zeitung*, indeed, has had a series of articles urging an offensive alliance with France; but a number of German-Austrian papers, among them the *Gratzer Tagespost*, have demanded that the Austrian Government should formally disavow these anti-German articles in the *Wehr Zeitung*. The sympathy of the Austrian Germans is strongly declared for the Prussian cause; for, to Austria's honor be it said, her recognition of her German radical connection and the foresight of her duty and her own interests have prevailed. The war is seen as a war of races, not of peoples or countries.

"The Poles in Austria favor the present conflict give their sympathy to France. The reason for this is historical. The Magyar journals express their sympathy openly for France, but the interests of Hungary and Austria are for the present one. The racial hatred of the Magyars and Germans probably impels a great amount of bitter feeling. At present she will go with Austria, and preserve neutrality, unless driven from this position by an alliance of Russia with Prussia."

Thiers on Prussian Ambition.

M. Thiers, writing to a friend in England, says he has always been of opinion that the time would come when the ambition of Prussia would have to be resisted by France. But he always supposed the time would only be when a just occasion arose, and when all the nations of Europe should acknowledge France to be in the right. "If," M. Thiers proceeds, "when asked for the production of the despatches, I could have obtained twenty-four hours' respite, I think that my countrymen, having time for reflection, would, perhaps, have pronounced for peace. I did not succeed, and now, always faithful to my country's flag, I can only wish for her success, while earnestly desiring that it may be at the least possible cost to humanity, and that it may bring about a lasting peace."

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

FASHIONABLE MECHANICS.

From the N. Y. Tribune.

Mr. Blanchard Jerrold is just now giving to our over-crowded cousins over the water his ideas of how they may most readily attain fresh air and food for both their cramped bodies and minds. One of the largest and most pitiable classes in England, he suggests, is the decayed gentry, the "genteel poverty which starves and shrinks from the public eye. The pinch of hunger," he alleges, "under faded silks and satins is sharpest." We are then treated to a pathetic picture limned in darkest colors of these *pauvres honteux*—the sons of penniless baronets and honorables "driven to the city to become clerks, or the daughters of clergymen sinking into seamstresses or nursery governesses." We have a class in America which parallels these unfortunates; one which, curiously enough, is as yet unpainted among us by either poet or novelist. We have no decayed gentry to occupy that dreadful, doubtful Debatable Land in society, where one walks on red-hot ploughshares, forever aping and miming dignities which are not rightfully ours. We have too few "good old families" and are too prosperous a people to furnish a class who have sunk to this level, but we do provide countless aspirants who have scrambled up to it—men and women far more deserving of pity than the gentleman or gentlewoman in their shabby clothes, who are yet conscious of that strength or memory within which passeth both show and the want of it.

The shabby-genteel is a melancholy spectacle enough, but the vulgar-genteel is a sight over which gods and men ought to weep instead of laugh. Who does not know the species in all its miserable pretentious variety—from the newcomer into Fifth avenue, with her tawdry ormolu and brocade, to the boss-carpenter's wife with her painted Brussels and sleazy silk flounces? Just now, at this holiday noon of the year, this great factitious sham element of American society thrusts itself into notice most glaringly. It is the matter of dress perhaps that is the most evident symptom of the disease which has infected our society. We have not so much fault to find with extravagance or luxury in outward garb of houses or persons when they are confined to those who can afford them, or who understand their uses. A beautiful woman chastely and artistically dressed, or a house which is a home, furnished meaningly, serve the same æsthetic purpose as a fine picture; and as to the mere financial bearing of the matter, it is better that Madame La Parvenue should scatter her newly gained wealth from her unable fingers among honest dressmakers and upholsterers than that her son should fling it away at the race course or faro table. But what shall we say to Stubbs, the worn-out, gray-haired book-keeper, half of whose two thousand a year go to provide his wife and daughters with cheap false paniers, cheap false chignons, and a cheap loud fortnight at Saratoga—all modelled strictly after the fashion of Madame? Or to Smith, the peanut man, whose wife, with chignon, panier, etc., still cheaper, still tawdrier, flaunts it for a week in defiant imitation of the Stubbs? Or of Dora the chambermaid, and Polly the cook, who go with their "young gentlemen," glass jewelry hanging from their ears, hemp twisted about their heads, and the calves of their legs stuffed with sawdust, to jostle and parade with the best at Cape May? Madame La Parvenue has cast into the treasury of folly out of her abundance. but these poor wretches have given all they had.

It needs but an hour's walk on the beach or in the ball-room at any of our fashionable places of resort to know how culture, home comfort, education, all chances for higher or more honorable lives, are being sacrificed by a large class of our mechanics and workingmen to the idol of sham Fashion—a poor and ludicrous imitation of the falsest of realities. The money which might give to the shopkeeper or smith a sound domestic comfort, and fit his children to rise surely and steadily, is spent in making him and them objects of ridicule and pity to the very people whom he servilely imitates. His daughter in mock satin and cotton lace draggles through the sands at Long Branch a dress whose design and shape originally lent grace to a duchess in her own drawing-room. Nor is it the present outlay which is the sole evil; the mildew of decay rots not only the purse but the moral sense. Calico or silk? becomes at last the problem of life to the girl, as a hired hack or a thorough-bred does to her brother. The whole frame of society from head to foot is feverish, tainted with impure and worthless desires.

Nor is it worth while to allege that the fault lies in the wealthier classes, and that the remedy must come from their reformation. Effective reforms in any people have always begun in the lower strata, grown out of their need, worked upward to leaven the mass. There is, perhaps, among the mechanics and tradesmen of this country a larger amount of sound practical sense, if less refinement or culture, than in the classes they imitate. It is high time that this common sense was put to work in their own home affairs as well as in the matters of politics and trades unions. Let any one of them look calmly at his own and his wife's way of life, and determine whether a servile outside aping of others, and ignobly debased ambition as to the ends of life, about the family hearth, will not surely corrupt in future the strength and happiness of the country.

WHAT THE EMPEROR NAPOLEON MIGHT STILL DO WITH ADVANTAGE.

From the N. Y. Times.

The first great defeat of the French has involved the sacrifice of a Ministry. A repetition of the disaster may cost a dynasty. When Napoleon entered upon the present war, no man alive knew better than he that the penalty of failure would be the overthrow of the empire. His bitterest enemies in England plainly perceive, in his opening addresses to the nation and the army, evidence of his extreme dejection. A task was forced upon him by public opinion which he seems to have felt it would be fatal for him to accept or refuse. The French people have long been eager to provoke a trial of strength with Prussia. The "Rhine frontier" is the most cherished of all their dreams. Since 1866 they have been more and more afraid of Prussia. The Spanish intrigue was discovered, and the excitement of the French could no longer be controlled. "The people have slipped out of my hands," was Napoleon's remark to an English correspondent who saw him. M. Thiers, an unprejudiced witness, says, in a letter published in the English papers, he had "always been of opinion that the time would come when the ambition of Prussia would have to be resisted by France." But he admits that his countrymen could not be restrained. He does not say the Emperor could not be held back—but his countrymen. Impartial history will probably record that the French people forced the war on Napoleon, if not to his own destruction, at least to his imminent peril.

We may well afford, while sympathizing with the Germans in this contest, to observe with careful eyes the events which are now taking place in the world—events which have never been exceeded in importance since the French Revolution, and which are destined, as we have always believed, to change the whole current of modern European history. To suffer ourselves to be misled by the ignorant cries of wild fanatics would be unworthy of us as men who are living in times destined to stand out in history with terrible significance. We may be against France in this struggle, but it is not necessary to insult France by asserting, as one of our contemporaries has done, that all the French troops are drunk when they march to the war, and that the people are bitterly opposed to it. Let us, at least, as public historians, tell the truth frankly, no matter where our sympathies may be. If we believe that Germany is in the right, that is no reason why we should garble the news which finds its way into our columns. As for Napoleon, what does his life signify in this gigantic struggle, one way or the other? He is but an accident of the hour. Strike him out of the scene altogether, and this war would be waged with tenfold intensity on the part of France—for then the great present cause of political differences would be removed, and every man in France would rise to beat back the tide of invasion. But while the Emperor remains there are divisions where all should be unity. If Napoleon were to abdicate at this moment, and leave the war to be conducted by other hands, he would assist France infinitely more than he can do by pretending to lead her armies. His health is bad. His spirits are broken. By abdicating he would stand in a better position before the world than he can hope to do now, even although an accident might give him a great victory. For he is charged with being the sole cause of the war, and the London *Times*, for instance, asserts that if he were out of the way the war would cease. The predictions and statements of the London *Times* throughout our own war were so remarkably accurate, and so manifestly dictated by a love of truth and fair play, that we cannot fail to attach the greatest importance to its suggestions now. Its opinion is scarcely less decisive than the "opinion of Antwerp," concerning which, by-the-by, the cable has not kept us properly informed since Monday.

In any case, Napoleon, by withdrawing from the scene, would put the question to the test whether or not the war hinges solely upon him. This is, perhaps, the most favorable termination to his rule which he can reasonably look for. If he did not make this crisis, it is all the more reason why he should not attempt to control it. He is a cause of weakness instead of strength to the country. France may be beaten under an Emperor, but it has always been found impossible to reduce her under a Republic. Politically, indeed, republics do not flourish on French soil. They end in bloodshed and anarchy. But they at least have always known how to defend the country. The people know what they are fighting for when a Republic bids them to advance against an invader. In 1792 Frenchmen could turn aside from their own Revolution to sweep back the Austrian invaders. Prussia would find her antagonist fifty-fold more formidable if a Republic were declared to-morrow. She might still conquer, but her task would be more difficult. As for the restoration of the Orleans family, it is a hopeless chimera. There will be no King in France until a Republic has had yet another trial.

THE FARCE OF A REGENCY.

From the N. Y. Herald.

In olden times when sovereigns went to the wars it became necessary sometimes to establish a regency for the government of the realm in their protracted absence. Many of these puissant warriors passed years away from their country, and it took them often many months to go and come from the seat of war. Richard the Lion Heart was four years absent from England, battering away at the walls of Acre, Joppa and Ascalon; Philip of France was nearly two years on the same crusade, in which they were in a measure isolated from the seat and offices of government. But how different is it now, when kings and emperors can reach the seat of war in a few hours by railroad, and direct the councils of the nation by telegraph! In these days of telegraphs and railroads the idea of a regency is a farce. And what greater could there be in this enlightened age than the present regency of France? With all respect for the estimable lady who occupies the Regent's chair, we must regard her position as one of those stage effects in which Napoleon so much delights. This establishment of the Empress as Regent with so much show and formality is just like the Emperor's last sensation—taking a little boy to the battle-field to pick up bullets. What was the necessity of a regency for France when the Emperor was only going a few hundred miles from Paris, and is actually not out of France at all?

Napoleon has been making a good many blunders of late—some very silly, like those referred to, and some very grave indeed, like the idea that it only required a great mass of men thrown to the frontier in order to conquer Prussia. He has discovered since that brains as well as soldiers are required for that task. And he has discovered another thing, too—that there is a fair share of brains on the other side of the Rhine. "Our Fritz" and our "Carl" are not epauletted puppets. They are good soldiers, well skilled in all the requirements of the work they have in hand, both in council and on the field. If Napoleon can see his way before him he will quit these showman's tricks, in which women and babies play the second parts, and abdicate in favor of the French people and republican liberty. There is nothing else left for him, unless he can retrieve the defeat to his arms at once.

THE REPUBLICAN ADDRESS.

From the N. Y. Sun.

The Republican Congressional Committee have issued an address to the Republican party. In giving a sketch of the rise and progress of the party, it divides its existence into four epochs, namely, the six years previous to the election of Lincoln, the war for the suppression of the Rebellion, the reconstruction era, and General Grant's administration. Though a partisan appeal rather than an impartial history, its recital is in the main correct until it reaches the fourth epoch, the present administration.

In entering upon the defense of the administration, the committee are forced to admit that the expectations of many Republicans have not been realized in the action either of the President or of Congress. In other words, the committee acknowledge that there is a good deal of dissatisfaction in the Republican party with the failure of General Grant to redeem the pledges made when he entered upon office. It needed no such address to assure the country of this; but coming from such a high quarter, and in the form of an appeal to the people on the eve of elections which are to determine the political character of the next Congress, and perhaps settle the next Presidency, the admission is very significant.

This fatal admission is not compensated by the committee's elaborate laudation of the financial policy of the administration, which is put forth as its chief merit. The committee grossly exaggerate the complacency with which the people accept this policy. By keeping up, during the past eighteen months, the war rates of taxation, including the odious and unconstitutional income tax, the administration has been able to call in some of the outstanding obligations of the Government. But before a sorely burdened community sings pæans to a policy that robs Peter to pay Paul, it prefers to wait and see whether, under the boasted prospective reduction of taxes, the Treasury will be full enough to enable the Secretary to continue to bull five-twenties on the Stock Exchange.

The address sounds the praises of the Indian policy of General Grant; but before the people join in the chorus they desire to hear the echo from beyond the Mississippi, and to learn whether Red Cloud, Spotted Tail, and their brother braves chime in. It will be time enough to smoke the calumet when the war whoop, now in full blast on the plains, has died away.

The committee pronounce their unqualified eulogium upon the course of the administration towards the States lately in rebellion; but they fail to give us their opinion upon the proscriptions, corruptions, and downright thieving of the carpet-bag governments in those States. Nor do they inform us whether they disapprove of the scarcely concealed purpose of General Grant to aid those governments in retaining power by fradulent elections this fall, and to uphold them by the bayonet on the condition that they will support his administration.

The address, though long and elaborate, omits all reference to the most prominent feature and most conspicuous failure of the administration—its foreign policy. It does not utter a solitary word upon this important subject. It puts forth no extenuation for the inexcusable neglect to try and do something to secure a settlement of the Alabama claims. It has no scathing rebuke of the greasy St. Domingo job. It is silent about Cuba.

After all, this omission to refer to the foreign policy of the administration is natural. For, in defense, or extenuation, or even explanation of a policy so imbecile, so corrupt, so disgraceful and humiliating, what could the committee say? The name of Henry Wilson is signed to this address as chairman. Thoroughly acquainted with Hamilton Fish, and knowing how feeble he is, could the robust Massachusetts Senator laud his weak, wavering administration of the State Department? Mr. Wilson takes pride in obeying the behests and reflecting the opinions of the Commonwealth which sent him to Washington. He does not forget that a committee of its Legislature has recently, in accordance with sworn testimony, shown J. Bancroft Davis, the Assistant Secretary of State, to be guilty of bribery, corruption, and gross breach of trust, while acting as director, trustee, and counsel of a leading railway corporation. With this record staring him in the face, could Henry Wilson return to Massachusetts after putting his name to a document that lauded a department of the Government whose chief officer tolerated the presence of such a colleague? Of course he could not, and therefore the committee keep silence about the foreign policy of the administration.

Upon the whole, we think this address will damage rather than advance the interests of the Republican party.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE HAMILTON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

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6 15 wfm 6m L. D'HERVILLY, Principal.

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All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

HAIR CURLERS.

THE HYPERION
HAIR CURLERS,
AN INDISPENSABLE ARTICLE FOR THE LADIES
(Patented July 9, 1867.)
This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair
Manufactured only, and for sale wholesale and retail, by
McMILLAN & CO.,
5 23 6m No. 63 North FRONT Street, Philadelphia.
Sold at all Dry Goods, Trimming and Notion Stores.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. 2 2 tyd

WILLIAM ANDERSON & CO., DEALERS IN Fine Whiskies,
No. 146 North SECOND Street,
Philadelphia.

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,
IRON FOUNDERS,
(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,)
Manufacturers of STOVES, HEATERS, THOMSON'S LONDON KITCHENER, TINNED, ENAMELLED, AND TON HOLLOWWARE.
FOUNDRY, Second and Mifflin Streets.
OFFICE, 209 North Second Street.
FRANKLIN LAWRENCE, Superintendent.
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President. JAMES HOEY,
6 27 mwf 6m General Manager.

PATENTS.

STATE RIGHTS FOR SALE.—STATE RIGHTS of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS FOR SALE. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.
7 27 MUNDY & HOFFMAN.

CORDAGE, ETC.

WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,
No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia.
ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

SHIPPING.

LORILLARD'S STEAMSHIP COMPANY
FOR NEW YORK,
SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,
are now receiving freight at
FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, SHIP'S OPTION.
INSURANCE ONE-EIGHTH OF ONE PER CENT.
Extra rates on small packages iron, metals, etc.
No receipt or bill of lading signed for less than fifty cents.
NOTICE—On and after September 15 rates by this Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further particulars apply to JOHN F. OHL,
2 8 PIER 19 NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The HERCULES will sail for New Orleans direct, on Saturday August 13, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana on Wednesday, August 3.
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos, and to all points on the Mississippi rivers between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savannah on Saturday, August 13, at 8 A. M.
The WYOMING will sail from Savannah on Saturday, August 13.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Wednesday, August 17, at 6 A. M. Returning, will leave Wilmington Wednesday, August 24.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent.
6 15 No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.
This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 3 A. M.:—
ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
SALVOR, 600 tons, Captain Ashcroft.
AUGUST, 1870.
J. W. Everman, Friday, August 5.
Salvor, Friday, August 12.
J. W. Everman, Friday, August 19.
Salvor, Friday, August 26.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.
Freights forwarded with promptness and despatch. Rates as low as by any other route.
Insurance one-half per cent., effected at the office in first-class companies.
No freight received nor bills of lading signed after 3 P. M. on day of sailing.
SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUTTONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 11

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of Brooklyn, Saturday, August 13, at 7 A. M.
City of Brussels, Saturday, August 20, at 12 M.
City of Baltimore (via Halifax), Tuesday, August 23, at 1 P. M.
City of Washington, Saturday, August 27, at 2 P. M. and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.
RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK,
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves, Philadelphia. 4 11

SHIPPING.

FOR NEW ORLEANS
DIRECT.
THE STEAMSHIP HERCULES
Will sail on SATURDAY, August 13, at 8 o'clock A. M., to be followed by the YAZOO on August 20.
THROUGH BILLS OF LADING given to MOBILE, GALVESTON, INDIANOLA, LAVACCA, BRAZOS SANTIAGO, VICKSBURG, MEMPHIS, and ST. LOUIS.
Freight taken at low rates. Apply to
WILLIAM L. JAMES,
General Agent,
8 6 6t No. 130 South THIRD Street.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4 1 No. 132 South DELAWARE Avenue.

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY. 1870

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. MAULE, BROTHER & CO., No. 2500 SOUTH Street. 1870
11 1

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4/4 SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY,
Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

BUILDING MATERIALS.

R. R. THOMAS & CO.,
DEALERS IN
Doors, Blinds, Sash, Shutters
WINDOW FRAMES, ETC.,
N. W. CORNER OF
EIGHTEENTH and MARKET Streets
4 12 12m PHILADELPHIA.

ROOFING.

PHILADELPHIA
Painting and Roofing Co.
TIN ROOFS REPAIRED.
All leakages in Roofs warranted to be made perfectly tight.
SPENCER'S GUTTA-PERCHA PAINT
Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.
This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.
IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.
All work warranted.
All orders promptly attended to. Address
PHILADELPHIA PAINTING AND ROOFING COMPANY,
7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.—This Roofing is adapted to all buildings, and can be applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.
W. A. WELTON,
2 17 3 No. 711 N. NINTH St., above Coates.

FURNACES.

Established in 1835.
Invariably the greatest success over all competitors whenever and wherever exhibited or used in the UNITED STATES.
CHARLES WILLIAMS'
Patent Golden Eagle Furnaces
Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in the line of business.
HEAVY REDUCTION IN PRICES,
and only first-class work turned out.
Nos. 1132 and 1134 MARKET Street
PHILADELPHIA.
N. B.—SEND FOR BOOK OF FACTS ON HEATING AND VENTILATION. 6 22 4m

USE
CHAMBERS'
STAR
INK.
EVANS, STODDART & CO.,
7 9 fmw1m 740 SANSOM Street.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Oenetoca Ticking, No. 23 CHESNUT Street, Philadelphia. 1 m

NEWS SUMMARY.

City Affairs.

—Last evening, as the 5 o'clock train on the West Chester Railroad neared the bridge which crosses Chester creek, below the junction with the Baltimore Railroad, the engineer observed that the eastern end of the structure had given way, owing to the heavy rain, but before the engine could be stopped it struck the bridge and almost instantly was precipitated into the creek, together with a baggage car. The only person injured was the engineer, George Evans, who was removed to the Pennsylvania Hospital. The fireman, seeing the danger, jumped from the train and thus escaped injury. At the depot a large crowd congregated, and great excitement was manifested on account of an excursion which had left in the morning, and the fear was that some of the excursionists had been injured, but happily at half-past 9 o'clock the train arrived, and the greatest joy was exhibited on the part of friends and relatives, who were anxiously awaiting the arrival of the train.

—The following properties were damaged yesterday afternoon during the storm:—

The lager beer saloon of Charles Walder, northwest corner of Front and Cumberland streets, was struck, and the fluid passing down one wall shattered it, together with a large mirror in the bar-room.

The residence of Mr. Summerville, No. 1447 Venango street, was also badly damaged. A daughter of Mr. Summerville sustained a slight shock.

Two houses on Woodbine street, above Wharton, one on Wharton street near Woodbine, and one at the southwest corner of Eighth and Wharton, were also damaged.

The dwelling No. 1920 North Twelfth street was set on fire, but was not much damaged. No. 956 St. John street was also injured in a similar way. The new Belmont Water Works also suffered some damage.

—The messenger of the Baltimore Railroad Company was robbed a few days ago of two thousand dollars at the Girard Bank. He had a satchel in which was deposited the money he carried to and from the bank, and he ordinarily kept it locked. While he stood at the counter in the bank, with the satchel open, he placed in it two packages of one thousand dollars each. Very soon after he locked it without making an examination of its contents, and when it was opened at the depot the two one thousand dollar packages were not in it. He then remembered that while he was at the bank counter a man stood close to him, who must have skilfully abstracted the money from the satchel.

Domestic Affairs.

—The Colombian Congress has passed the Interoceanic Canal treaty.

—The State Teachers' Convention at Lancaster closed its sessions last evening.

—During the last administration the public expenditures amounted to just $1,518,000,000.

—Beck, the murderer of the Good family, on Favorite Island, was on Wednesday taken from jail at Austin, Miss., and hanged over the spot where he had buried Miss Good.

THE WAR.

LAST NIGHT'S DESPATCHES.

STRASBOURG COMPLETELY INVESTED—THE BATTLE OF WOERTH—THE FRENCH ACCOUNT ABSOLUTELR FALSE—THE GALLANT DEATH OF GENERAL DOUAY AT WEISSENBURG—STORMY TIMES IN THE FRENCH CHAMBERS.

LONDON, Aug. 11.

A special dispatch from Carlsruhe to the London Globe announces that Strasburg is invested on all sides by the Prussians, who hold the railway. General Beyer, who commands the city, was summoned to surrender, and refused. It is said the citadel is scantily provisioned, and the garrison consists of only one regiment of men and the national guard of the place.

The King of Prussia has issued the following proclamation to the French:

We, William, King of Prussia, make known to all inhabitants of French territory occupied by German forces, that the Emperor Napoleon having by sea and land attacked the German nation, eager to live in peace with the French people, have taken command of the German armies to repel aggression, and by military events have been led to pass the French frontier.

We war against soldiers, and not citizens, and therefore the latter may continue secure in person and property so long as they abstain from hostile acts. We grant them protection as a matter of right. The generals commanding corps will decide what measures are necessary usages of war, and will also regulate the requisitions necessary to sustain their troops, and fix the difference of exchange between German and French currencies, in order to facilitate dealings between soldiers and citizens. WILLIAM.

Given at Saarbruck, August, 1870.

LONDON, August 11.—[Special to the New York Herald.]—A correspondent of the Herald, who was present at the battle at Worth, telegraphs as follows from Carlsruhe:

The French official account of the battle at Worth is wholly untrue. McMahon was completely routed. The French abandoned everything and fled, leaving behind them their killed, wounded and prisoners, numbering 20,000, out of 50,000 engaged. The French held a strong position, but the Prussians fired with terrible precision, and the French very badly. Both sides fought desperately, and finally the French gave way in a panic.

The accounts representing that Strasburg is still in communication with Nancy are untrue. Strasburg has been completely besieged since Monday, and the gates are shut. Heavy artillery is now on the way for the Prussians, and stout resistance is expected. The Crown Prince of Prussia is vigorously pushing McMahon, and another engagement is expected. It is believed the object of the Prussians is to get between Metz and Paris.

PARIS, Aug. 11.

The *Moniteur* gives the following account of the death of General Douay, at the battle of Weissenburg: "The General was, from the beginning, in the thickest of the fight, and when he saw the day was lost, after he had done all that he could to retrieve it, when not even a battalion was left him, he called his aids one by one, gave them orders and sent them away. As soon as the last one was gone, the General, spurring his horse, rode some distance to the front, dismounted, and taking a pistol from his holster, shot the horse, and then turning round, slowly walked toward the enemy. His soldiers vainly tried to stop him, but amid the terrible firing he deliberately walked on. The retreating soldiers, aroused by the spectacle, turned again upon the enemy, but fell in heaps around their general, who still pressed forward. Another tremendous discharge from the enemy, and General Douay, almost alone, fell dead."

LONDON, Aug. 11.

Telegrams from Metz give assurance that Bazaine is the real commander of the French army, while the Emperor is the mere nominal head. Only two corps now have their headquarters at Metz. The others are under McMahon.

At the battle of Worth, the French charged the Prussians eleven times. McMahon was for fifteen hours in the saddle, without food, and finally fell fainting in a ditch, but was accidentally discovered and revived sufficiently to direct the retreat of the fragments of his army on foot.

PARIS, August 11.—The following is a continuation of the proceedings of the Corps Legislatif yesterday. M. Favre said the cabinet need but a week to decide, but need not retard the action of the Chamber. The commission must give a report and we must deliberate at once.

M. Jerome David said the government had made known its opinion.

M. Favre—"This Chamber must decide."

M. Thiers rose to speak but could hardly be heard. He advocated an immediate decision upon the question.

"Remember," said Favre, "how significant it will be to the nation if you put off the deliberation. We place upon you the responsibility."

Minister David replied—You may assume it.

The members of the left asserted that this was a menace.

Jules Favre answered: Think of the effect of delay. Remember, that the Ministry had promised to invade the territory of the enemy, and now they are on our soil.

Here the tumult became extreme, and Deputy Gambetta mounted the tribune, but could not be heard. At last the Corps became calmer, and Gambetta said: The Minister of Public Works has changed the question. The Chamber will vote under a wrong impression. The members of the left asked for arms for a patriotic purpose.

Minister David—Let us suppose that the demand for arms was only to trouble the public peace. The Chamber must know what it votes for. There must be no equivocation.

The Minister replied that the government did not seek to equivocate.

At last it was decided by a vote of 170 to 79, that the question of the reorganization of the national guard should go over until to-morrow.

The president, worn out with the toil of the proceedings, ceased his efforts to preserve order, and slowly the meeting dispersed. The Senate met to-day, and greeted Count Palikao warmly. A vote of thanks was given to the army, and a project of law tending to the arming of the nation was adopted.

The Corps Legislatif met at two P. M. to-day, the Marquis de Talkoriet presiding. The agitation outside the building was not so great as on the two days previous, and the military guard was smaller. No attempt was made to prevent the people from assembling in the streets in the vicinity, or from passing over the Pont de la Concorde. As soon as the session was opened, M. Keratry moved that a committee of inquiry be instituted, and that General Le Bœuf be summoned to appear before it. This proposition caused much excitement. The Minister of War tried to speak, but the confusion was too great; but at last he made himself heard.

He said Bazaine was now in command of the army, and the government must refuse its consent to the proposition of M. Keratry, as it was wholly unnecessary.

M. Thiers said while the Chamber had a right to demand all such explanations, he opposed this demand, though he felt it was strange that such reverses should happen to France, with only one Power opposed to her, whereas she had often stood out against coalitions of Europe.

A SHOCKING EXECUTION.

A Fourteen-Feet Fall from the Scaffold—The Criminal's Head Torn Off.

From the London News.

DUBLIN, Thursday night.—Andrew Carr, convicted of murdering his paramour, was executed this morning within Richmond Bridewell. The drop allowed was fourteen feet from the trap, and when the bolt was withdrawn the jerk was so great that the head was instantly severed from the body, and the rope recoiled with force to the trap. At the inquest which followed, the Governor of the prison deposed that the surgeon of the prison was responsible for the length of the rope used. It was used against the Governor's own opinion.

A witness, after the drop fell, observed the recoil of the rope, and believing some accident had occurred, went and looked into the trap and saw the body lying in the yard beneath decapitated. The head was lying several feet from it, and the blood was pouring in torrents from the head and trunk. The surgeon, Dr. Minchen, deposed that he feared the rope was fastened too tight round the neck, and this gave greater force to the fall. He would not attribute the accident to the thinness of the rope, although the head was as cleanly severed as if by a knife; but he rather attributed it to the tightness of the fastening. There was no disease of the neck. The machinery was in perfect working order.

The chaplain deposed that the prisoner complained of the tightness of the rope, saying, "Will you strangle or choke me before my time?" The jury returned a verdict that the mishap was the result of accident.

From the London Times.

The cap was drawn over his face, and the spectators awaited the fatal signal in terriole suspense. It was but for a moment. The bolt was drawn, the wretched man fell, and then a horrid spectacle was witnessed. A drop of fourteen feet had been arranged, in deference to the opinion of a learned professor, who prescribed this length as necessary in order to produce instantaneous death by dislocating the neck. The truth of the theory was indeed established, and the experiment proved successful beyond expectation. The body fell to the full extent of the rope, and then with a sudden snap the head was wrenched off and flung a distance of several feet to one side of the yard, while the trunk dropped to the other side, a ghastly mass, with the nerves twitching convulsively from the violence of the shock.

The fragments of humanity were quickly gathered up and placed in a coffin to await the inquest, which was held at 12 o'clock. Captain Boyd deposed that he became aware of what had happened by the sudden recoil of the rope and hearing the sound of the body falling into the yard. Every precaution had been taken to execute the sentence as humanely as possible. The rope was sound, and the whole apparatus in perfect order. The height of the drop had been fully discussed, and many considered fourteen feet too great a fall—an opinion in which he concurred himself, believing eight feet enough; but the surgeon of the prison, being anxious to lessen the sufferings of the convict, thought that length necessary to produce instantaneous death.

Dr. Humphry Minchen, the prison officer, deposed that all the parts were divided completely across and the vertebræ fractured, which alone would cause immediate death. He could not account for the decapitation on ordinary principles, for the fall was less in proportion than that of Kilkelly, the last executed prisoner in Kilmainham Jail. Some of the force of the fall is usually expended in tightening the noose, but he feared that in the present case the noose was tightened beforehand.

The Rev. Mr. Anthony stated that before the prisoner went on the drop he heard him complain that the rope was choking him before the time. Other witnesses bore testimony to the humane conduct of the officials The jury found that the decapitation was the result of accident, for which the prison officials were not to blame, and that Carr was duly executed. He was 11st 7lb. in weight.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	5 07	MOON RISES	8 06
SUN SETS	7 02	HIGH WATER	2 12

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

City of Cork	Liverpool	New York	July	25
Palmyra	Liverpool	New York	July	26
Sidon	Liverpool	New York	July	26
Britannia	Glasgow	New York	July	27
Europa	Glasgow	New York	July	30
C. of Balt'o	Liverpool	New Yorkvia H.	July	30
Paraguay	London	New York	July	30
Winchester	Aspinwall	New York	July	31
Arizona	Aspinwall	New York	Aug.	2

FOR EUROPE.

Queen	New York	Liverpool	Aug.	13
Columbia	New York	Glasgow	Aug.	13
C. of Brooklyn	New York	Liverpool	Aug.	13
England	New York	Liverpool	Aug.	13
Virginia	New York	Havre	Aug.	13
England	New York	Liverpool	Aug.	13
Idaho	New York	Liverpool	Aug.	17
St. Laurent	New York	Havre	Aug.	20
Europa	New York	Glasgow	Aug.	20
C. of Brussels	New York	Liverpool	Aug.	20
C. of Baltimore	New York	Liverpool via H.	Aug.	23
C. of Wash'ton	New York	Liverpool	Aug.	27

COASTWISE, DOMESTIC, ETC.

Salvor	Philadelphia	Charleston	Aug. 12
Hercules	Philadelphia	New Orleans	Aug. 13
Tonawanda	Philadelphia	Savannah	Aug. 13
Geo. Wash'ton	New York	New Orleans	Aug. 13
Pioneer	Philadelphia	Wilm'gton, N.C.	Aug. 17
Yazoo	Philadelphia	New Orleans	Aug. 18
J.W. Everman	Philadelphia	Charleston	Aug. 19

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Volunteer, Jones, New York, J. F. Ohl.
Steamer Salvor, Ashcroft, Charleston, Souder & Adams.
Steamer H. L. Gaw, Iler, Baltimore, A. Groves, Jr.
Bark Rebecca Caruane, Liesgang, Gibraltar for orders.

ARRIVED YESTERDAY.

Steamer D. Utley, Davis, 24 hours from New York, with mdse. to W. M. Baird & Co.
Brig John M. Burns, Wyman, 8 days from Havana, with sugar to S. & W. Welsh.
Schr Thomas Ware, Abdill, 5 days fm James river, Va., with lumber to Collins & Co.
Schr Aurora, Artis, 1 day from Frederica, Del., with grain to Christian & Co.
Schr O. E. Elmer, Corson, from Mobile, with mdse.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Aug. 11.—Five barges leave in tow to-night, for Baltimore, light.
Ann McCaffrey, with lead, for Philadelphia.
G. C. Satterlee, with lumber, for New Brunswick.
BALTIMORE BRANCH OFFICE, Aug. 11.—The following barges leave in tow to-night, eastward:—
Great North, C. Terrence, W. Norman, Peter Tanney, and Gen. Foote, with coal, for New York.
Sary Gamp, with coal, for Wilmington.
PHILADELPHIA BRANCH OFFICE, Aug. 12.—The Estella, with coal, for N. Y., left yesterday. L. S. C.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, Aug. 12.—The following boats left this morning in tow:—
George Craig and Casco, with lumber to Craig & Blanchard.
Free Mason, with lumber to Saylor, Day & Morie.
Ella, with lumber to Norcross & Sheets.
Judge Gardner, with lumber to Patterson & Lippincott.
Edwin, with lumber, for Chester.
Thomas Rutledge, with coal, for Delaware City.

(By Telegraph.)

LEWES, Del., Aug. 11.—Passed in to-day, ship Castine, from Liverpool.
Spoke, ship R. C. Winthrop, from Liverpool for Baltimore.
Went to sea, bark J. R. Davis, and brigs Sagua and Posie.
Passed in last night, bark Charlotte.
Spoken, bark Yumari, bound south.
Went to sea to-day, ship Arcturus; barks Village Belle and Busy; brig Golden Reed.
Wind S. W., with clouds coming up in the west. Thermometer, 92.

MEMORANDA.

Br. steamer France, Grogan, from New York 30th ult., for Liverpool, at Queenstown 9th inst., and proceeded.
Br. steamer Tripoli, Brown, fm Liverpool, Queenstown, and Boston, at New York yesterday.
Steamer Denmark, Forbes, from Liverpool for New York, at Havre 28th ult.
Steamer The Queen, Thompson, from Liverpool 27th ult., at New York yesterday.
Steamer Norfolk, Platt, hence, at Richmond 9th instant.
Steamer Robert Palmer, hence, at Charleston yesterday.
Bark Daring, McDonald, for Philadelphia, remained at Havana 6th inst.
Bark Princess Alice, Hilton, for Philadelphia, etc., cleared at Newport 28th ult.
Bark Queen Victoria, Landers, from Liverpool 17th ult. for Philadelphia, was spoken 23d ult., lat. 51 13, long. 8.
Bark Star of Hope, Peterson, for Philadelphia, s'ld from Memel 22d ult.
Bark Lorena, Patterson, hence for Lubec, sailed from Falmouth 28th ult.
Br. bark Thomas, Swendsen, for Philadelphia, cl'd at Havana 5th inst.
Brig Louis C. Madeira, Mosslander, for Philadelphia, sailed from Cardenas 4th inst.
Brig F. J. Henderson, Henderson, hence for Stettin, in the Sound, Elsinore, 24th ult.
Span. brig Nuestra Senora de la Caridad del Cabre, Llorea, sailed fm Havana 6th inst. for Philadelphia.
Schr J. Ponder, hence, at New London 9th inst.
Schr R. J. Ward, Hogan, hence, at New Haven 9th instant.
Schr Mary E. Amsden, from Richmond, Me., for Philadelphia, at Holmes' Hole 10th inst.
Schrs Katie J. Hoyt, Parker, and W. H. Sargent, for Philadelphia, cleared at New Haven 9th inst.
Schrs Gustie Wilson, Lincoln; L. & A. Babcock, Lee; and James S. Shindler, Lee, from Boston for Philadelphia, at Holmes' Hole 8th inst.
Schr S. A. Boice, Yates, hence for Charlestown, at Holmes' Hole 9th inst., and sailed again.
Schr Nettie Richardson, Davis, hence, at Galveston 4th inst.
Schr E. V. Glover, Bachelder, for Philadelphia, cl'd at Pensacola 8th inst.
Schr Hiawatha, Newman, hence, at Newburyport 9th inst.
Schr Alaska, Pierce, hence, at Wilmington, N. C., 10th inst.
Schrs Mary H. Read, Benson; Mary A. Tyler, Tyler; and Adelia T. Cohn, Cohn, hence, at Providence 9th inst., the latter for Pawtucket.
Schrs T. Sinnickson, Dickerson; Rhodella Biew, Healy; Babel H. Irons, Irons, for Philadelphia; and Storm, Staabe, for Trenton, sailed from Providence 9th inst.
Schr Sarah B. Thomas, Arnold, hence, at Fall River 7th inst.
Schr Gust, Johnson, at Pawtucket 8th inst. from Trenton.
Schr Raven's Wing, York, from Boston for Philadelphia, at Stonington 7th inst.
Schr T. E. French, Doughty, hence, at Wilmington, N. C., 9th inst.
Schr J. B. Van Dusen, Corson, hence, at Lynn 5th instant.
Schrs J. R. Moore, Nickersen, and Granite State, Burgess, for Philadelphia, cl'd at Boston 10th inst.
Schrs Frank Herbert, Baker; Virginia, Bearse; C. Hall, Swasey; G. W. Locke, Huntley; A. Treat, Sawyer; George W. Revenger, Smith; H. M. Brooklings, Douglass; Rachel Vanneman, Vanneman; P. Boice, Smith; and J. Warren, Drisko, hence, at Boston 10th inst.
Schrs James Satterthwaite, Kenney, and Paugusset, Waples, for Philadelphia, cleared at Boston 10th inst.
Schrs Cordelia Newkirk, Young, for Kennebec to load for Philadelphia; Annie Amsden, Bangs, for Gardiner and Philadelphia; and A. N. Cain, Simpson, for Dresden and Philadelphia, cleared at Boston 10th inst.
Schrs Cordelia Vankirk, Huntley, and William W. Marcy, Blackburn, hence, at Lynn 3d inst.

MISCELLANY.

Steamer Tarifa, at Boston from Liverpool via Queenstown, had 30 cabin and 487 steerage passengers.
Steamer St. Laurent, at New York from Havre, had 194 passengers.
Steamer China, at New York from Liverpool and Queenstown, had 142 passengers.
Steamer Zoe (iron), of and for Liverpool, reported some time since lost at Cow Bay, has been raised, repaired, her machinery placed on board, and the vessel taken to Sydney, C. B.
Br. schr Hamlet, Castell, from Guantanamo for Delaware Breakwater, with sugar, was wrecked on the morning of 24th ult. on Watling's Island; cargo totally lost; materials saved and taken to Nassau. She registered 126 tons, was built at Pomquet, N. S., in 1864, and hailed from Pictou.
The wreck of ship William P. Storer, which was burned at Pier 23, East river, was sold at auction 9th inst. for $7650.

UMBRELLAS—CHEAPEST INTHE CITY. DIXON'S, No 21 S. EIGHTH Street. 10 12 mths

FURNITURE, ETC.

HOVER'S

Celebrated Patent Sofa Bedstead

Is now being made and sold in large numbers both in France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.

H. F. HOVER,

5 24 tuf6m No. 230 South SECOND Street, Philada.

RICHMOND & CO.,

FIRST-CLASS

FURNITURE WAREROOMS

No. 45 SOUTH SECOND STREET,

EAST SIDE, ABOVE CHESNUT.

6 13 PHILADELPHIA

REAL ESTATE AT AUCTION.

PUBLIC SALE—THOMAS & SONS, Auctioneers.—On Tuesday, August 16, 1870, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described property, viz.:—

No. 1. Large and valuable Brewery Building and Lager Beer Vaults, N. W. corner of Thirty-first and Master streets, 100 feet by 200 feet, two fronts. The improvements are a stone building, about 50 by 100 feet, formerly occupied as a brewery (by Christian Rentschler). There is ample ground for additional vaults. Terms—One-third cash. Immediate possession.

No. 2. Dwelling and stable, northeast corner of Thirty-first and Master streets. All those messuages and the lot of ground thereunto belonging, situate at the northeast corner of Thirty-first and Master streets; containing in front on Thirty-first street 100 feet, and in depth along Master street 180 feet. The improvements are a three-story brick dwelling and large brick stable. Terms—One-third cash. Immediate possession. May be examined any day previous to sale.

M. THOMAS & SONS, Auctioneers,
8 26 13t Nos. 139 and 141 S. FOURTH Street.

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.

JAMES & HUBER,

No. 11 North SECOND Street,

Sign of the Golden Lamb,

Are receiving a large and splendid assortment of new styles of

FANCY CASSIMERES

And standard makes of DOESKINS, CLOTHS and COATINGS, [3 28 mws

AT WHOLESALE AND RETAIL.

FIRE AND BURGLAR PROOF SAFE

J. WATSON & SON,

Of the late firm of EVANS & WATSON,

FIRE AND BURGLAR-PROOF

SAFE STORE,

No. 53 SOUTH FOURTH STREET,

3 31 6 A few doors above Chesnut st., Philada.

GOVERNMENT SALES.

SALE OF NAVY VESSEL.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,
August 5, 1870.

The Navy Department will offer for sale at public auction, at the United States Navy Yard, Norfolk, on TUESDAY, the 23d day of August, 1870, at 12 o'clock M., the United States steamer

GALENA,

of 514 tons.

The vessel will be sold as she stands, and can be examined at any time on application to the Commandant of the yard.

One-half of the whole amount of the purchase-money must be deposited at the time of adjudication, and the balance within five days thereafter, and the vessel must be removed from the navy yard within a time from the day of sale satisfactory to the Commandant.

The Government reserves the right to withdraw the vessel from sale for any purchaser who will pay the appraised value with an increase of ten (10) per centum thereto. 8 4thstuct

THE PRINCIPAL DEPOT

FOR THE SALE OF

REVENUE STAMPS,

No. 304 CHESNUT STREET.

CENTRAL OFFICE, No. 105 S. FIFTH STREET

(Two doors below Chesnut street),

ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Checks, Receipts, etc.

The following rates of commission are allowed on Stamps and Stamped Paper:—

On 25 and upwards..... 2 per cent.
" 100 " ..... 3 "
" 500 " ..... 4 "

Address all orders, etc., to

STAMP AGENCY,

No. 304 CHESNUT STREET, PHILADELPHIA.

Corn Exchange Bag Manufactory

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

J. T. EASTON. J. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,

No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1836.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES

On Vessels, Cargo and Freight to all parts of the world.

INLAND INSURANCES

On goods by river, canal, lake and land carriage all parts of the Union.

FIRE INSURANCES

Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY November 1, 1869.

$300,000 United States Five Per Cent. Loan, ten-forties	$316,000 00
100,000 United States Six Per Cent. Loan (lawful money)	107,750 00
50,000 United States Six Per Cent. Loan, 1881	60,000 00
200,000 State of Pennsylvania Six Per Cent. Loan	213,250 00
200,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925 00
100,000 State of New Jersey Six Per Cent. Loan	92,000 00
20,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450 00
25,000 Pennsylvania Railroad Second mortgage Six per Cent. Bonds	23,625 00
25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000 00
20,000 State of Tennessee Five Per Cent. Loan	15,000 00
7,000 State of Tennessee Six Per Cent. Loan	4,270 00
15,000 Pennsylvania Railroad Company, 250 shares stock	14,000 00
5,000 North Pennsylvania Railroad Company, 100 shares stock	2,900 00
10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500 00
$46,900 Loans on Bond and Mortgage, first liens on City Properties	$46,900 00
$1,231,400 Par. Market value, Cost, $1,215,622 27.	$1,255,270 0
Real Estate	36,000 00
Bills Receivable for Insurances made	$23,700 75
Balances due at Agencies:—	
Premiums on Marine Policies, Accrued Interest, and other debts due the Company	65,097 95
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740 20
Cash in Bank	$168,318 88
Cash in Drawer	972 26
	169,291 14
	$1,852,100 04

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Joseph H. Seal,	Spencer McIlvain,
Hugh Craig,	H. Frank Robinson,
John D. Taylor,	J. B. Semple, Pittsburg,
George W. Bernadou	A. B. Berger, Pittsburg,
William C. Houston,	D. T. Morgan, Pittsburg

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL Assistant Secretary. 11

Life Insurance for the People!

HOMESTEAD

LIFE INSURANCE COMPANY

OF PENNSYLVANIA,

OFFICE:

No. 701 CHESNUT Street,

PHILADELPHIA,

To place Life Insurance within reach of all, has adopted a system of

MONTHLY PAYMENT OF PREMIUMS

Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's

GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.

LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.

B. E. DAVIS, Superintendent of Agencies. [4 9 6m

Active and responsible men wanted as Agents.

1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Aug. 1, '70 $3,009,888 24

CAPITAL	$400,000 00
ACCRUED SURPLUS AND PREMIUMS	2,609,888 24
INCOME FOR 1870, $810,000.	LOSSES PAID IN 1869, $144,908 42.

Losses paid since 1829 over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. [2 19
THEODORE M. REGER, Assistant Secretary.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock, Jr.,

Franklin A. Comly.
DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

AMUSEMENTS.

SCOTTISH GAMES. OPEN TO ALL COMPETITORS.

AT OAKDALE PARK,
Germantown Railroad and Broad street,
On MONDAY, August 15, 1870.

Two Prizes for each game, and Special Prize for DONALD DINNIE, the great champion Athlete, who will compete in the games.

Music by McClurg's Liberty Cornet Band, Ristine's Orchestra and Pipers of the Club.

SPLENDID DANCING ACCOMMODATIONS.

Grounds can be reached by Germantown steam cars, Fourth and Eighth sts. passenger cars.

Admission, Adults, 50c.; Children, 25c. 8 10 4t

INSURANCE.

INSURANCE COMPANY

NORTH AMERICA.

JANUARY 1, 1870.

Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$24,000,000
Receipts of Premiums, 1869	$1,991,837 45
Interest from Investments, '69.	114,696 74
	$2,106,534 19
Losses paid, 1869	$1,035,386 84

Statement of the Assets.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,122,546
Railroad, Bank and Canal Stocks	55,708
Cash in Bank and Office	347,620
Loans on Collateral Security	23,558
Notes Receivable, mostly Marine Premiums	221,914
Accrued Interest	20,327
Premiums in course of transmission	85,188
Unsettled Marine Premiums	100,000
Real Estate, Office of Company Philadelphia	80,000
	$2,783,581

DIRECTORS.

Arthur G. Coffin,	Francis R. Cope,
Samuel W. Jones,	Edward H. Trotter,
John A. Brown,	Edward S. Clarke,
Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welsh,	Louis C. Madeira,
S. Morris Wain,	Charles W. Cushman,
John Mason,	Clement A. Griscom,
George L. Harrison,	William Brockie.

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary. 8 4

ASBURY

LIFE INSURANCE CO.

NEW YORK.

LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-Pres't and Sec'y,
EMORY McCLINTOCK, Actuary.

PENNSYLVANIA STATE AGENCY,

JAMES M. LONGACRE, Manager.
H. C. WOOD, JR., M. D., Medical Examiner.
Office, 302 WALNUT St., Philadelphia.
REV. S. POWERS, Special Agent.
JAMES M. LONGACRE, General Agent,
5 23 mwf1y No. 302 WALNUT Street, Philadelphia

FIRE ASSOCIATION,

INCORPORATED MARCH 17, 1820.

OFFICE,

No. 54 NORTH FIFTH STREET,

INSURE

BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY

From Loss by fire (in the City of Philadelphia only)

ASSETS, JANUARY 1, 1870. $1,572,734 25.

TRUSTEES.

William H. Hamilton,	Charles P. Bower,
John Carrow,	Jesse Lightfoot,
George I. Young,	Robert Shoemaker,
Jos. R. Lyndall,	Peter Armbruster,
Levi P. Coats,	M. H. Dickinson,
Samuel Sparhawk,	Peter Williamson,
Joseph E. Schell.	

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary.

FAME INSURANCE COMPANY,

No. 809 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes,
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES

Evening Telegraph

PUBLISHED EVERY AFTERNOON

(SUNDAYS EXCEPTED),

AT THE EVENING TELEGRAPH BUILDING,

No. 108 S. THIRD STREET,

PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

FRIDAY, AUGUST 12, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

THE POLITICAL CAMPAIGN.

THE address of the Republican Congressional Committee which has undertaken the management of the national campaign embraces an eloquent review of the past career of the Republican party and a flattering statement of the achievements of the present administration and the present Congress in reducing the debt and diminishing taxation. Despite these merits, however, we doubt very much whether it will prove an effective campaign document. It has none of the stirring invocations by which political legions are usually marshalled to victory. It dwells upon the past achievements of the party without presenting any well-defined platform upon which it is to be rallied hereafter; and it contains some sentences which indicate that its author felt that Republicanism had been forced into a defensive attitude instead of being able to maintain the aggressive with the zeal of its more vigorous days. The address asks Republicans who are presumably "tired of the responsibilities of power," and ready "to relinquish it to other hands," to remember "that there are none worthy to accept it." This assertion may be true, but even if it is, the leader of a campaign ought to have been able to invent many better reasons for recalling deserters to their allegiance, and to disdain a resort to such a paltry appeal, for independent men will not be slow in coming to the conclusion that, if neither of the present parties is worthy of public confidence, it is high time that they should be at work organizing a new one. The address also tells us that the "high-raised expectations" formed of Grant's administration "have not been fully realized in the action of either the President or of Congress." This may be another truism, but we cannot see the wisdom of enunciating it to the world in a Republican campaign document, and, like the admission in the last paragraph of the address, that the record of the Republican party is "not faultless," its promulgation might have been left to the Democratic agitators, who will be sure to attend to their part of the coming fight.

In all their successful campaigns the Republicans have uniformly inscribed aggressive and well-defined mottoes upon their banners. They have told the people what they meant to do, and despite the noisy clamor of their foes they have secured the triumph of bold and progressive ideas. It remains to be seen what will be the result of an experiment which bases appeals for popular support rather on the soundness of an old record than on the well-defined assurance of future usefulness. Experience indicates that in this country no party can live long on old glories. Live Americans speedily learn to ignore dead issues, and to act for the future rather than the past. If the Republican party is to maintain power it must keep fully up with the times, and, purging itself of corruption, carve out a career of usefulness adapted to the changed needs and condition of the country.

THE INDIANS.

AT the opening of the summer season all the indications were in favor of a more than usually troublesome Indian war upon the plains, and it is a matter for surprise as well as congratulation that thus far the savages have, on the whole, shown a disposition to conduct themselves in a peaceable manner. The annual contests with the Indians are enormously expensive and are unproductive of any results that will at all compensate for the outlay which the Government is compelled to make for the sake of fighting them. So long as hostile relations are maintained between the red men and their white neighbors there will be a never-ending labor before the army, for after a whole season has been passed in hunting down the Indians and driving them upon reservations, nothing is gained, except the privilege of feeding them through the winter, and then fighting them again so soon as the warm weather sets in and the grass begins to grow upon the prairies. Unless some other peace-makers than the sword and the bullet can be found, there is no other solution of the Indian problem to be looked forward to than the extermination of the red race after long years of bloodshed and outrage. That it is the duty of the people of the United States to prevent any such result as this needs no argument, and while the murderous propensities of the savages must be restrained even at the cost of extermination, it will be more to our credit as a civilized and Christian people, and very much less expensive from a mere pecuniary point of view, if we can contrive to transform the red men into steady, law-abiding citizens. There are elements in the Indian character that if properly cultivated would make them valuable members of a civilized society, and that they can be made to appreciate the benefits of civilization has been shown in the case of the Choctaws and others.

The greatest occasion for trouble with the Indians that the Government has to deal with is that almost their entire acquaintance with the white race is limited to a frontier population, most of the members of which are scarcely less savage than themselves. It is practically impossible for the Government to supervise every square mile of our immense Western territory; and when white men think they can make anything by trespassing upon the lands reserved for the Indians, there is no means of preventing them from doing so, and such trespasses are, of course, naturally resented by the savages. Nor can the whites altogether be blamed in the matter, for, according to their view of the case—the view that must prevail in the end—the country ought to be improved and cultivated. The only way, therefore, to solve the Indian problem in such a manner as will be creditable to the nation is to encourage the red men to give up their nomadic mode of life, and to labor for their victuals and clothing by cultivating the ground and practising the arts of civilization. It may require much patient labor to do this, but it surely can be done if the work is entered upon with energy; and if a tenth part of the money, talent, and ability that are expended in very fruitless efforts to Christianize the heathen in Africa and China were bestowed upon the Indians, the results would in all probability be more satisfactory and much more creditable to the practical Christianity and philanthropy of the nation.

The good effect of bringing the Indians in contact with the best culture of the country has been shown in the case of the old chief Red Cloud, who has labored zealously since his return to the plains to preserve peace between his people and the whites. This chief, when he was in the East, impressed every one favorably by his dignified and independent bearing, and by the eloquent and straightforward manner in which he stated the cause of his race. For years he was considered one of the most treacherous and dangerous of the savage leaders, and those who professed to know him, and to understand the Indian character, were eager in prophesying that he would start upon the war path as soon as he arrived upon the plains again. Not only has he given the lie to this prediction, but he has proved himself to be a man of honor and integrity, whose example some of his white neighbors might imitate with advantage, and it is probably due to him that we have been spared a bloody and expensive Indian war on the frontier during the present summer. If such a supposed incorrigible as Red Cloud could be so impressed with the benefits of civilization by a short visit to the Eastern States, what might not an earnest effort on the part of the Christian philanthrophy of the country to improve the condition of the Indian accomplish?

THE HOUSE OF ORLEANS.

WE publish elsewhere a comprehensive sketch of the members of the family of Orleans, who are making desperate efforts to regain power in France. If they were not, as has been charged, the prime movers in the intrigue which made Leopold a candidate for the Spanish throne and thus precipitated the present war, they are at least endeavoring to improve to the utmost the chances opened by the present conflict for their restoration. We are told that they lavish their money like water in relieving the sufferings of wounded French soldiers, they are asking permission to return to their native country to enter her military and naval service, and their political friends are constantly endeavoring to advance their dynastic interests. If Napoleon is thrown overboard, the great question will arise whether a Republic or an Orleanist king shall succeed him, and the chances seem to be nearly evenly balanced between these alternatives. A provisional government may bridge over an interregnum preparatory to a final decision, but before the Republicans surrender another opportunity to establish their cherished system, a thrilling episode in French history may be fairly anticipated.

THE ACTION of the French Chambers yesterday proves the determination of that body to do all in its power to check the progress of the Germans and to drive them back from the soil of France. Imitating our example, specie payments have been suspended and the notes of the Bank of France made a legal tender, so that henceforth abundant means for equipping and feeding French armies are secured, while the new levy providing for a general armament will place in the field a mighty host of French soldiers. The great question remains, however, whether these preparations are not too late. They should have been made at least a month ago, and the precious time already wasted has given a fearful if not a decisive advantage to the invaders.

OBITUARY.

Commodore Junius J. Boyle.

Commodore Junius J. Boyle, United States Navy, died yesterday at the Navy Yard, Norfolk, Va. He was born in Maryland, and was appointed as a midshipman for the District of Columbia on the 27th of August, 1823. He made his first cruise in the sloop Peacock, attached to the Pacific squadron, in 1827.

On the 21st of March, 1829, he was promoted to passed midshipman, and in 1830 he was attached to the Mediterranean Squadron. His commission as lieutenant was dated June 21st, 1832, and from 1834 to 1836 he served on the frigate Delaware in the Mediterranean. In 1843 he again visited the Mediterranean in the frigate Congress. During 1845 and 1846 he was naval storekeeper at Port Mahon, and in 1848 he was attached to the schooner Bonito, in the home squadron. From 1851 to 1855 he was on duty on the storeship Southampton. He was placed on the retired list on the 19th of September, 1855, while still a lieutenant. His commission as commander was dated July 16, 1862.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Friday, Aug. 12, 1870.

The money market shows a little more activity to-day, but borrowers on call obtain all they want at 5@6 per cent. Commercial paper is quiet at 6@8 per cent., as heretofore, but only first-class paper of short date is taken at this range. The chief interest is concentrated in gold, and the course of the premium seems to be "up or down" according to the Prussian chances of victory or defeat. Under these circumstances the market is necessarily unsteady.

Gold remains active and somewhat stronger, with sales ranging from 117⅛@117⅝, closing at ⅛.

Government bonds are quiet and steady at about last night's figures.

Local stocks were dull but fairly steady. Sales of State 6s, third series, at 111. City 6s quiet but firm. No sales.

Reading Railroad sold sluggishly at 48@48⅛, b. o.; Pennsylvania sold at 58¾; Lehigh Valley at 7½; 44⅝ was offered for Oil Creek and Allegheny.

In Canal shares there was some attraction in Lehigh, which sold at 34@34⅛—the latter price b. o.; 17 was bid for Schuylkill preferred.

Coal, Bank, and Passenger Railway stocks were steady but without sales.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$1600 City 6s, N.Is.	101⅛	4 sh Penna R	58⅛
$1000 do. 2d	101⅛	100 do.	58¾
$2000 Pa & N Y 6 7s lots	92⅛	100 sh Read R. c.	48
$4000 Pa 6s 3 sc. 1s. 2days	111	100 do. b5&1.	48
$600 Sch N 6s, 82	70	400 do. b30.	48⅛
$500 Wilm R 7s	94	3 sh Leh Val. c.	57⅛
$100 do.	93⅛	300 sh Leh Nav. 1s.	34
		200 do. b60.	34⅛

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	117⅛	10·53 A. M.	117⅛
10·03 "	117⅛	11·05 "	117⅛
10·11 "	117⅛	11·26 "	117⅛
10·45 "	117⅛	11· "	117⅛
10·48 "	117⅛	12·00 M.	117⅛

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 114¼@115; do. 1862, 111⅞@112; do. 1864, 111@111¼; do. 1865, 111@111½; do. 1865, new, 109⅝@110; do. 1867, do. 109⅞@110; do. 1868, do. 110@110¼; 10-40s, 107⅞@108. U. S. 30 Year 6 per cent. Currency, 112@112½; Due Comp. Int. Notes, 19; Gold, 117⅛@117⅝; Silver, 111@114; Union Pacific Railroad 1st Mort. Bonds, 820@835; Central Pacific Railroad, 855@870; Union Pacific Land Grant Bonds, 755@770.

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 114¼@115; 5-20s of 1862, 111⅞@112½; do. 1864, 111@111¼; do. Nov. 1865, 111@111¼; do. do., July, 109⅞@110; do. do., 1867, 109⅞@110¼; do. 1868, 110@110⅜; 10-40s, 107⅞@108¼; Pacifics, 112@112½. Gold, 117⅛.

—A dry goods dealer in Michigan recently invented a fire-escape, and, singular enough, like Dr. Guillotine, was himself the first to test its practical utility; but the result was not the same, for it proved his savior

—A dwarf woman, nineteen years of age, was recently deserted by the side showman of a circus, in Kansas, and would have starved only for the kindness of the people. The ruffian had engaged to pay her $25 per month.

—Monroe, Indiana, has a society of colored people called "The Sons and Daughters of the Morning." The name seems somewhat inappropriate, seeing that all the sons and daughters in the association are as black as midnight.

POLITICAL.

☞ FOR SHERIFF,

WILLIAM B. LEEDS,

TENTH WARD. [7 11 tf

☞ FOR REGISTER OF WILLS,

1870,

WILLIAM M. BUNN,

SIXTEENTH WARD.

Late Private Company F, 72d P. V. [7 11 tf

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

☞ STEINWAY & SONS' GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,

SOLE AGENT FOR THE SALE OF THE

WORLD-RENOWNED PIANOS,

AT THE OLD WAREROOMS,

[4 15tf4p

No. 1006 CHESNUT STREET.

☞ POST OFFICE, PHILADELPHIA, PA.—AUGUST 12, 1870.
Mails for Great Britain and the Continent per CITY OF BROOKLYN, will close at this office at 5 P. M. TO-DAY. HENRY H. BINGHAM,
1t Postmaster.

☞ WEST JERSEY RAILROAD COMPANY.
TREASURER'S OFFICE,
CAMDEN, August 10, 1870.
The Board of Directors have this day declared a semi-annual dividend of FIVE PER CENT. on the capital stock of the Company, payable, clear of national tax, to the stockholders of this date, on and after TUESDAY, August 16, 1870, at the office of the Treasurer, in Camden N. J.
The stock transfer books will be closed from the date hereof until Tuesday, 16th instant.
GEORGE J ROBBINS,
8 11 5t Treasurer W. J. R. R.

☞ OFFICE OF THE DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA, No. 303 WALNUT Street, Philadelphia, August 5, 1870.
The Managers have declared a dividend of FOUR PER CENT., free from taxes, payable at the office on and after the 15th instant.
8 5 8t E. G. GILES, Treasurer.

☞ OFFICE OF THE DALZELL PETROLEUM COMPANY, No. 218½ WALNUT Street—Room 17.
PHILADELPHIA, Aug. 9, 1870.
The Directors have this day declared a dividend of FIVE PER CENT.
(being ten cents per share) on the capital stock of the Company, clear of State taxes, payable on and after the 25th inst.
The transfer books will be closed from August 18th to 26th. M. B. KELLY,
8 10 14t* Treasurer

☞ THE WEEKLY PRAYER-MEETING OF TRINITY M. E. CHURCH will be held at No. 1018 ARCH Street on each Friday evening until the church is reopened.

☞ HARPER'S HAIR DYE—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or gray hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Sts; and all Druggists. 5 31 tf 4p

☞ T. W. BAILY, No. 622 MARKET Street, is daily receiving new designs in Diamond Work, fine Gold Jewelry and Silver-ware; also, American and Foreign Watches, and has made great reduction in his prices. N. B.—Watches and Jewelry repaired by skilful workmen. 7 13 1m

☞ WARDALE G. McALLISTER,
Attorney and Counsellor at Law,
No. 303 BROADWAY,
New York.

☞ QUEEN FIRE INSURANCE COMPANY,
LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
ABBIL, ALLEN & DYLLES, Agts.
8 FIFTH and WALNUT Streets.

SPECIAL NOTICES.

JOHN WANAMAKER'S FINEST CLOTHING ESTABLISHMENT, 818 AND 820 CHESTNUT STREET.

CLOTHING.

UP! UP! UP! UP!

Goes the mercury in the Thermometer!

DOWN! DOWN! DOWN! DOWN!

Go the prices of the Superior Stylish Splendid SUMMER SUITS

At the GREAT BROWN HALL of ROCKHILL & WILSON.

Opportunities are now presented,
Such as you have never enjoyed
In any previous summer
For the purchase of Fine Suits.
Suits of Cheviot,
Suits of Linen Duck,
Suits of Cassimere,
Suits of Drap d'Ete,
Suits of all sorts.
Cheaper than for a long series of years,
Better than you can buy elsewhere,
Satisfactory in every respect.
Don't forget the celebrated

Ten Dollar Scotch Cheviot Suits.

Remember to buy your Summer Clothes at

ROCKHILL & WILSON'S
GREAT BROWN HALL.
603 and 605 CHESNUT STREET.

CHARLES STOKES & CO.,
No. 824 CHESNUT Street,
CLOTHIER.
LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.
ALSO,
FINE READY-MADE CLOTHING. [6 27tf

EDUCATIONAL.

ELDON SEMINARY.—MISS CARR'S SELECT Boarding School for Young Ladies will REOPEN SEPTEMBER 14, 1870.
It is situated at the York Road Station of the North Pennsylvania Railroad, seven miles from Philadelphia.
The Principal may be consulted personally at her residence during the summer, or by letter addressed to Shoemakertown Post Office, Montgomery county, Pa. Circulars can be obtained also at the office of
JAY COOKE & CO.,
8 8 Bankers, Philadelphia.

OAKLAND FEMALE INSTITUTE, NORRISTOWN, Pa., will commence its Twenty-sixth Year September 1. Terms, $260. For circulars address, J. GRIER RALSTON. 8 6 1m*

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign
BANKERS,

ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.
Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.
DREXEL, WINTHROP & Co., New York. | DREXEL, HARJES & Co., Paris. [3

HOTELS.

ATLANTIC HOUSE.
Newport, Rhode Island.
BOARD REDUCED.

This Hotel will be opened MAY 30, at $3·50 per day for transient boarders.

Families may make special arrangements by the week or season.

WM. W. HAZARD,
4 11 mf&p PROPRIETOR.

COLONNADE HOTEL,
FIFTEENTH AND CHESNUT STS.,
ENTIRELY NEW AND HANDSOMELY FURNISHED, is now ready for permanent or transient guests.

PROPOSALS.

CHIEF QUARTERMASTER'S OFFICE.
THIRD DIST., DEPT. OF THE EAST,
PHILADELPHIA, Pa., Aug. 12, 1870.
Sealed proposals, in triplicate, will be received at this office until 12 o'clock M. on MONDAY, Sept. 12, 1870, for building a Superintendent's Lodge of brick at the National Cemetery at Annapolis, Md., according to plans and specifications which can be seen at this office.
The building to be one story in height (11 feet from floor to ceiling), with a pitched roof, and of the following dimensions, viz.:—44 feet 8 inches by 17 feet 6 inches, with a piazza on two sides 44 feet 8 inches by 6 feet 3 inches.
Preference will be given to builders, masons, or parties regularly engaged by trade in works of similar character.
The right is reserved to reject any or all bids not considered to the interest of the public service.
The envelopes to be endorsed "Proposals for Lodge," and addressed to the undersigned.
HENRY C. HODGES,
Major and Quartermaster U. S. Army,
Chf. Qr. Mr., Third Qr. Mr.'s District,
8 12 6t Dept. of the East.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESTNUT Street, next door to the Post Office. rp

$25,000.—PARTNER WANTED IN AN old-established business that will net that amount per year.
8 9 Address, T. J. W. "Ledger" Office.

SPECIAL NOTICES.

DRY GOODS.

MILLIKEN'S
LINEN STORE,
No. 828 ARCH STREET
AND
No. 1128 CHESNUT Street

PLAIN LINENS FOR SUITS.
FLAX COLORED LINENS, 25 cents.
FINE GREY LINENS.
CHOCOLATE LINENS.
PRINTED LINEN CAMBRICS.
NEW PRINTED LINENS.
EMBROIDERED INITIAL HANDKERCHIEFS, at $1·00 each, including every letter of the alphabet.
SPECIAL BARGAINS IN LADIES' AND GENTS HANDKERCHIEFS. 8 21 mwf

STODDART & BROTHER

OFFER 400 YARDS HEAVY DARK ALL WOOL CASSIMERES, IN REMNANTS,

At a great sacrifice to close out immediately.

Nos. 450, 452, and 454 North SECOND Street,

8 12 3t Above Willow.

STODDART & BROTHER

HAVE PUT IN STOCK ALL THE FALL AND WINTER DRESS GOODS,

Carried over from last season, to be closed out at very low prices.

Nos. 450, 452, and 454 North SECOND Street,

8 12 3t Above Willow.

MRS. R. DILLON,
NOS. 329 AND 331 SOUTH STREET.
Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 1 4

EXCURSIONS.

OLD BETHEL CAMP MEETING,

BARNSBORO STATION,

On West Jersey Railroad.

Trains leave Philadelphia from FOOT OF MARKET Street, at 8·00 A. M., 11·55 A. M., 3·30 P. M., and 5·45 P. M.

RETURNING, LEAVE CAMP 6·42 A. M., 8·13 A. M., 1·38 P. M., 4·58 P. M., and 10·05 P. M.

Excursion tickets, good during continuance of the camp, 70 cents each.

8 6 6t W. J. SEWELL, Superintendent.

FOR CAPE MAY.

On and after THURSDAY, June 30, the steamer ARROWSMITH will leave ARCH STREET WHARF for CAPE MAY on TUESDAYS, THURSDAYS, and SATURDAYS at 9 A. M.

Returning, will leave CAPE MAY on MONDAYS, WEDNESDAYS and FRIDAYS at 8 A. M., stopping each way at Chester and New Castle.

Fare, $2·25, including carriage hire.
Servants, $1·50, " " "
Children, $1·25, " " "
Horses, carriages, and freight taken at reasonable rates.

The ARROWSMITH is a fine, commodious steamer, and is fitted with every requisite for the safety and comfort of passengers.

GEO. H. HUDDELL,
C. TAGGART,
6 29 16tmwftf No. 52 N. DELAWARE Avenue.

NOTICE.

The West Jersey Railroad Company will run an Excursion to Cape May

ON SATURDAY, August 13, 1870.

Last boat leaves Market Street Wharf at 6 A. M.

Excursion Fare.....$2·00

Tickets for sale at No. 828 Chesnut street and Market Street Wharf.

1t W. J. SEWELL, Superintendent.

THE FINE ARTS.

COLLEGE OF ST. BORROMEO.

NEW PHOTOGRAPHIC VIEWS OF ST. BORROMEO COLLEGE,

For the Stereoscope.....25 cents each
Also, Larger, Mounted.....25 cents each

THE BEST MAP OF THE SEAT OF WAR IN EUROPE. $1·00 EACH.

DICKENS' LAST PORTRAIT.

JAMES S. EARLE & SONS,
Looking-Glass Warerooms and Gallery of Paintings,
No. 816 CHESNUT STREET,
PHILADELPHIA.

ART EXHIBITION.

ON FREE EXHIBITION
AT
CHAS. F. HASELTINE'S GALLERY,
No. 1125 CHESNUT STREET,

BRAUN'S FAMOUS PANORAMIC VIEWS of Berlin, Potsdam, Charlottenburg, Coblentz, Heidelberg, Jena, Weimar, Erfurt, Ems, Baden-Baden, Weisbaden, Brussels, Amsterdam, Waterloo, Liege Ypres, Rotterdam, Utrecht, etc. etc.

A complete set of the Berlin Museums, and interior views of all the rooms in the various royal palaces of Prussia.

Particular attention is drawn to the fact that in a few days 100 views on the Rhine and its fortifications, as never before seen, will be exhibited. 11 10

CARRIAGES.

GARDNER & FLEMING,
CARRIAGE BUILDERS,
No. 214 S. FIFTH Street,
BELOW WALNUT.

In order to make room for extensive alterations and repairs to our Warerooms and Manufactory, we are closing out our entire stock of [7 8 tfrp

Phætons,
Jenny Linds,
Buggies, Etc.,
AT VERY MUCH REDUCED PRICES.

JEWELRY ETC.

J. E. CALDWELL & CO.,
JEWELLERS,
No. 902 CHESNUT Street,

Have largely increased their stock of

DIAMONDS
AND
DIAMOND JEWELRY,
EMERALDS, SAPPHIRES, PEARLS,
OPALS AND CAMEOS,

In Mountings of Exquisite Style, carefully prepared by the most Skilful Workmen.

They also call particular attention to

NEW STYLES OF JEWELRY

IN ROMAN GOLD, TURQUOISE, GOLD AND ENAMEL, BLACK ONYX,
BYZANTINE MOSAICS, AND PARISIAN ENAMELS. [8 5 fmwtfrp

No. 902 CHESNUT Street.

PATENT RIGHTS FOR SALE.

THE INVENTORS,
AND
Patentees' Bazaar and Salesroom,
No. 529 CHESNUT St.

Rights for the following Patent Machines and Inventions are offered at low figures:—

SHEPARDSON'S BALL CASTOR.—This is the best Furniture Castor extant. The exclusive right to manufacture for the United States will be sold for $2500.

RIGHTER'S BARREL HEAD.—A detachable head whereby the barrels and hoops are left intact. Can be removed and replaced in a few seconds. Invaluable to Shippers of Produce, Grain, etc.

BERKHEISER'S WINDOW JACK FOR PAINTERS AND GLAZIERS.—When folded occupies very little space. It is a good thing, and will sell readily.

We have placed one of Harris' Rotary Two Horse Power Steam Engines in our Bazaar, by which we can show the working of any machine requiring power.

BARBER & CO.,
No. 529 CHESNUT Street,
8 10 wfm3t4p PHILADELPHIA.

FOR SALE.

ASSIGNEES' SALE OF COUNTRY SEAT, MILLS, AND FARMS.

No. 1. A large Merchant Mill, with seven run of burrs, 150 horse-power; 70 acres of land, six Tenant Houses, and all other fixtures complete. Price, $35,000.

No. 2. A Grist and Saw-mill, 125 horse-power; 22 acres land, suitable for cotton, woollen, or paper manufacture; Dwelling House, and all the usual outbuildings. $12,000.

No. 3. A Farm of 275 acres, with beautiful Country Seat, Farm House three Tenant Houses, Barn, Milking Shed, Carriage-house, Henery, Ice-house, Grapery, and Greenhouse, and all other fixtures suitable for a country residence and grazing or dairy farm. There is on this tract a Grist and Saw-mill, with a fall of 35 feet. Price, $200 per acre.

These properties adjoin, and are situated on the bank of the Brandywine at Chadd's Ford, on the Philadelphia and Baltimore Central Railroad, about 25 miles from Philadelphia. This is classic ground, being the site of the Brandywine battle in 1777.

No. 3 is the handsomest Country Seat to be found in the beautiful section of country where it is located.

For particulars address WALTER HIBBARD,
West Chester,
6 3 f12t* Chester county, Pa.

TO RENT.

RARE CHANCE TO GET INTO BUSINESS.—HOUSES and LOTS wanted in exchange for Merchandise at wholesale prices.
Address immediately, FINLEY,
8 9 "Ledger" Office.

TO LET—THE STORE PROPERTY NO. 722 CHESNUT Street, twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Address THOMAS S. FLETCHER,
12 10tf Delanco, N. J.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 131, between Front and Second, with all the modern improvements.
Apply to AARON HURLEY,
6 15 No. 209 S. SEVENTH Street.

TO LET—FRONT OFFICE, SECOND Story, with two good Rooms, No. 35 S. FRONT Street. [8 8mwf3t*] BOND & OSTERLOH.

REAL ESTATE WANTED.

WANTED TO PURCHASE, A HOUSE OF moderate size, with modern conveniences, situated between Twelfth and Twenty-third streets and Spruce and Chesnut. Possession on or before, at sellers' convenience, Nov. 1. Might buy furniture if reasonable. Address, stating location and price, "House," Box 1624 Post Office. 8 11 fmw3t*

GLASS.

WINDOW GLASS.

A FULL STOCK,

Large Assortment of Sizes and Qualities, for sale cheap by

BENJAMIN H. SHOEMAKER,
Nos. 205, 207, 209 and 211 North FOURTH Street,
8 11 6t PHILADELPHIA.

SPECTACLES,

Microscopes, Telescopes, Thermometers, Mathematical, Surveying, Philosophical and Drawing Instruments, at reduced prices.

JAMES W. QUEEN & CO.,
No. 924 CHESNUT Street,
7 30 mwf4p PHILADELPHIA.

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Aug. 11, 1870.

Heat and Health.

Because there is no epidemic in the city, the majority of citizens imagine that, taking into consideration the intense and long-protracted heat of the weather, New York is remarkably healthy. In view of that consideration it may indeed be remarkable that New York has not been visited by an epidemic; but, apart from the singular absence of any visitation of that sort, this city has not enjoyed an extraordinary amount of health. The death columns in the newspapers are unusually long, and metropolitan filth, festering in the inflammations of the sun, has generated a number of dreadful diseases which are peculiar to that cause. One of these diseases is the relapsing fever, which is upon the increase. During the week which ended last Saturday there were no less than thirty-five cases of this disease. The cases of small-pox were comparatively few, only six having been reported as occurring within the same dates as those between which the cases of relapsing fever occurred. In New York the average death rate at present is twelve hundred per week, or about three times as large as it usually is at this season. The presence of yellow fever, also, in Philadelphia does not add to our feeling of security. I do not know that our quarantine regulations are enforced any better than yours are. But whether or not we continue to be altogether exempt from yellow fever, it is certain that the long-lasting dirtiness of our streets gives us no guarantee, so long as the hot weather lasts, that the public health will grow better and the death rate exhibit a tendency to decrease. The street-cleaning authorities have lately voted themselves an increase of pay, and therefore cannot be expected to care much whether or not their duties are discharged.

The Champion Dutch-American Dramatist.

Mr. Charles Gayler is a successful dramatic carpenter. His intellectual tool-chest has been pretty constantly at work during the past thirty years, and he has done a good deal of very successful sawing, planing, and chiselling of a dramatic nature. He possesses at least one merit which writers for the stage attain only after long experience, namely, a real or a well-pretended indifference to newspaper theatrical criticism. No one knows better than he does (except Mr. Brougham, who, from being so perfect in it himself, has a thorough appreciation of that grade of work) that his plays are trash. He is profoundly aware of that interesting fact, and the ingenuousness with which he admits his conviction of it is one of the most refreshing phenomena to be encountered in the history of modern dramatic carpentry. But the trash is good after its kind—a first-class specimen of a last-class thing. That utterly silly and worthless Dutch-American monster, "Fritz," the latest coinage from the bullion of his brain, has been shoved upon the American public for the last nine months, and engagements have already been made to continue the shoving for fifteen consecutive months longer. His success is creditable to Mr. Gayler's discernment of the fact that there are enough asses among the theatre-going public to make the writing of worthless plays a very profitable employment. He therefore adapts his literary fodder to the digestion of that large proportion of the public, and surrounds them with sounds and sights suited to the length of their ears and the shortness of their vision. For more than a year to come he and Mr. Emmet have made engagements at various theatres—East, West, and South—with the understanding that nothing but "Fritz" is to be played by him. About one year ago Mr. Emmet was a popular music-hall performer of Dutch specialties. Mr. Gayler thought he saw in him an aptitude that would show to better advantage elsewhere than on a music-hall stage. Hence *Fritz*—one of the most popular, one of the most "paying," and one of the trashiest plays that ever disgraced American theatrical literature. Mr. Gayler, who is a right good, whole-souled fellow, and absolutely incapable of taking offense at any criticism, however harsh, provided it is not malignant, knows as well as I do that is a statement of the fact. But by writing such plays he puts money in his purse, and that contents him. It is a pity it should be so. It is a greater pity to be obliged to believe that nine-tenths of the critics who abuse him would follow precisely in his wake if they had the opportunity.

A New Case for Mr. Dunphy.

Mr. Thomas Dunphy is a prominent member of the New York bar, and, in conjunction with Mr. T. J. Cummins, of the New York press, is the author of a recent book published by Diossy & Co., of this city, and entitled "Remarkable Trials in All Countries." Of course the next edition of the volume will include an account of the Nathan murder trial; but there is one amusing incident connected therewith which Mr. Dunphy will scarcely care to name. That incident is his own arrest, which took place in Brooklyn, on Tuesday evening, on the charge of having committed the murder. The arrest took place as Mr. Dunphy was walking along one of the streets of Brooklyn, and is supposed to have been made at the instigation of some one anxious to play upon Mr. Dunphy a practical joke. Perhaps it was made at the instance of some spiteful client who imagined that Mr. Dunphy had neglected his interests, and who accordingly was waiting to "serve him out." At any rate Mr. Dunphy, who was pointed out as a Mr. Gilbert of dreadful reputation, was arrested by an officer of more zeal than prudence, and was borne in triumph to the Brooklyn Police Headquarters. Thence he was victoriously conveyed to Superintendent Jourdan's official sanctum in this city. The Superintendent was not there, and the remorseless officer therefore took Mr. Dunphy, at dead of night, to the Superintendent's residence, No. 198 Prince street. The Superintendent was not at home. The rain was coming down in torrents, and the officer pulled the tongue of the bell nearly out of the throat of the house (attribute the violent figurativeness of my language to the excitement of my feelings) in his repeated appeals to the inmates. In this predicament policeman and captive remained until 4 o'clock in the morning, when Mr. Dunphy (who probably pleaded, in a certain sense, with quite as much eloquence as he ever did in court) prevailed upon the officer to take him back to police headquarters and procure him shelter until a reasonable hour. When, at last, the full light of morning broke upon Mr. Dunphy it found him soaked to the skin, and still guarded by the faithful functionary, who felt certain of coming into the possession of the $47,000 that had been offered for the arrest of Mr. Nathan's murderer. In one moment that dream was dissipated. Superintendent Jourdan ordered the discharge of the prisoner, and the Brooklyn policeman, with disconsolate steps, returned to his melancholy beat.

ALI BABA.

CITY ITEMS.

SUMMER CLOTHING,
ALL KINDS,
BETTER IN EVERY WAY, AND
LOWER IN PRICE
THAN ANY OTHER READY-MADE STOCK
IN PHILADELPHIA.
Half-way between Fifth and Sixth Streets. } BENNETT & CO., TOWER HALL, No. 518 MARKET St.

LABOR.—Labor is capital. Bestow good health upon a man, so that he can labor every six out of seven days, and no matter how poor he may have been at the commencement of life's great race, he will be certain to accumulate a fortune, provided he takes care of his earnings. PLANTATION BITTERS is certain to make the weak ones strong, and to preserve the health of the healthy. From four to six hours is considered the ordinary limit for brain work. At the expiration of this time the phosphorus is carried off, and the man becomes irritable and nervous. If he is poor, and continues on at his task, as most of poor doctors, lawyers, and editors do, he will be certain to shorten his days and fill an untimely grave, as did Sir Walter Scott, unless he uses Plantation Bitters, which speedily restores his vital energy, repairs his indigestion, and corrects the sluggish circulation of his blood.

THE ORDER OF THE DAY.—A general order for SOZODONT. In the TEETH OF ALL OPPOSITION it has become the supreme dentrifice of the age.

No impurity can infest the teeth cleaned daily with Sozodont. Quillay, the bark of the Chilian Soap Tree, an article which possesses cleansing properties superior to those of any other known substance, is one of the ingredients of this peerless compound. Sozodont is the only dentrifice in existence in which this salubrious botanical product is incorporated.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

SEA MOSS FARINE from pure Irish Moss, for Blanc Mange, Puddings, Custards, Creams, etc. etc. The cheapest, healthiest, and most delicious food in the world.

THE NEW SHADOW PHOTOGRAPHS and German Chromo Heads, made by A. K. P. TRASK, No. 40 N. Eighth street. They must be seen to be admired.

"SPALDING'S GLUE," handy about the house, mends everything.

MARRIED.

GLOVER—LEE.—On the 2d instant, by the Rev. R. M. Patterson, Mr. JAMES GLOVER to Miss AMANDA LEE, all of this city.

WALLAN—RUTTER.—On the 21st of June, 1870, by Rev. W. C. Robinson, No. 252 N. Thirteenth street, Mr. W. H. WALLAN to Miss MARY E., youngest daughter of the late Robert B. Rutter, Esq., of this city.

DIED.

BAKER.—Fell asleep in Jesus, on the 9th instant, JOSEPHINE E. BAKER, daughter of George and Susan Baker.

The relatives and friends of the family are respectfully invited to attend her funeral, from the residence of her parents, Bridge street, opposite Jackson street, near Whitehall, Twenty-third ward, on Sunday afternoon at 2 o'clock. Funeral to proceed to Cedar Hill.

GLADING.—On the 9th instant, SALLIE, wife of Henry C. Glading, in the 21st year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from her husband's residence, No. 32 Christian street, on Sunday afternoon at 2 o'clock. Interment at Machpelah Cemetery.

HOLLOND.—At Cresson, Pa., on Tuesday, August 9, 1870, HARRIET HOLLOND, of Philadelphia.

Funeral from her late residence, No. 1214 Walnut street, on Friday afternoon at 4 o'clock.

REPHARD.—Suddenly, on the 9th instant, ALBERT, son of Aaron and Flavia Rephard, in the 16th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, East Walnut lane and Morton street, Germantown, on Sunday, the 14th instant, at 2 o'clock P. M.

CHINA, GLASSWARE, ETC.

KERR'S CHINA HALL

No. 1218 CHESNUT St.,

IMPORTERS OF

Paris Clocks,

Bronzes, and

English Parian

Rich Paris Decorated

DINNER AND TEA SETS.

Rich Cut and Engraved

TABLE GLASSWARE.

Fancy French and English

DECORATED CHAMBER SETS,

With a large variety of other English, French, and German Goods, entirely new, all of which being selected by one of our firm in Europe and Imported Direct from the manufacturers, we are enabled to and will sell them

RETAIL AT WHOLESALE PRICES.

Families going to housekeeping will find at this establishment the largest and most complete assortment of CHINA AND GLASS in the country, from the commonest goods for the kitchen to the finest China and Glass made.

J. K. KERR & BROTHERS,

CHINA HALL,

No. 1218 CHESNUT St.

[8 8 mwf 3t

BETWEEN TWELFTH AND THIRTEENTH.

GROCERIES, ETC.

NEW No. 1 MACKEREL,

IN KITTS.

FIRST OF THE SEASON,

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

11 7 Corner ELEVENTH and VINE Streets.

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Le-coultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,

No. 115 TENTH Street, below Chesnut.

FINANCIAL.

AN EXCELLENT INVESTMENT!

10 Per Cent. First Mortgage Land Grant Bonds

OF THE

Portage Lake and Lake Superior Ship Canal Company,

At 95 and Accrued Interest.

Coupons payable January and July at Ocean Bank, New York.

Secured by mortgage of the CANAL, its tolls, franchises, and EQUIPMENTS, and 200,000 ACRES of very valuable and carefully selected

IRON, COPPER, PINE, AND OTHER TIMBER LANDS,

Worth at the lowest estimate five to eight times the amount of the mortgage.

Whole Issue $500,000,

Of which a balance of only $160,000 remains unsold.

This Ship Canal—after five years labor and an expenditure of nearly a million of dollars, besides nearly half a million more for machinery and equipments—is nearly finished, and will be entirely completed the present season.

The tolls on the present commerce of Lake Superior would not only pay the interest on these bonds, but large dividends also to the Stockholders. This trade will be increased immensely next season when the grain from the great wheat-producing regions of Minnesota shall pass by this route (as it necessarily must) to the seaboard, by way of the railroad from St. Paul to Duluth, now just completed.

Send for maps and circulars.

For sale at 95 and accrued interest by

B. K. JAMISON & CO., Bankers,

COR. THIRD AND CHESNUT STS.

8 6tf PHILADELPHIA.

LAKE SHORE

AND

MICHIGAN SOUTHERN

RAILWAY COMPANY

SEVEN PER CENT.

Consolidated Mortgage Sinking Fund Bonds.

The Lake Shore and Michigan Southern Railway Company, for the purpose of providing for the payment of its several mortgage debts as they become due, has executed a mortgage to the Union Trust Company, of New York, as Trustee, upon the whole of its Railroad and branches, payable on the first day of July, in the year one thousand nine hundred.

COUPON BONDS of $1000 each will be issued, with interest at Seven per centum per annum, payable semi-annually, on the first day of January and July, in each year, and REGISTERED BONDS of $1000, $5000, and $10,000 each, without coupons, with interest at Seven per centum per annum, payable quarterly, on the first day of January, April, July, and October, in each year, principal and interest payable at the office of the Union Trust Company in New York.

We call the attention of investors especially to this class of REGISTERED BONDS, which, on account of the SECURITY AFFORDED AGAINST LOSS BY ROBBERY, FIRE, OR OTHERWISE, AND THE PAYMENT OF QUARTERLY INTEREST, offer an investment peculiarly desirable.

A limited amount of these bonds can be purchased at 97½, and accrued interest, upon application to

ROBINSON, CHASE & CO.,

NO. 18 BROAD STREET,

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SEVEN PER CENT. BONDS

At 75, Interest Regularly Paid.

WE OFFER FOR SALE

$60,000 SOUTH MOUNTAIN

IRON AND RAILROAD CO.

SEVEN PER CENT. BONDS,

At 75 and Accrued Interest,

SECURED BY 17 MILES OF RAILROAD,

Finished and doing good business, and about 23,000 acres of Coal and Iron ore land situated in Cumber land Valley, Pa.

B. K. JAMISON & CO.,

N. W. Cor. THIRD and CHESNUT Streets,

7 27 tf Philadelphia, Pa.

FOR SALE,

Six Per Cent. Loan of the City of Williamsport, Pennsylvania,

FREE OF ALL TAXES,

At 85, and Accrued Interest.

These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.

P. S. PETERSON & CO.,

No. 39 SOUTH THIRD STREET,

96 PHILADELPHIA.

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY, ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust, and Safe Deposit Company,

OF PHILADELPHIA.

IN THEIR

New Marble Fire-proof Building,

Nos. 329-331 CHESNUT Street.

Capital subscribed, $1,000,000; paid, $550,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLER-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST, at three per cent. payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent.

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President.
O. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.

DIRECTORS.

N. B. Browne, Alexander Henry,
Clarence H. Clark, Stephen A. Caldwell,
John Welsh, George F. Tyler,
Charles Macalester, Henry C. Gibson,
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ONE DOLLAR GOODS FOR 95 CENTS
9 15 tf DIXON'S, No. 21 S. EIGHTH Street.

FINANCIAL.

A DESIRABLE

Safe Home Investment

THE

Sunbury and Lewistown Railroad Company

Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a

First and Only Mortgage.

The Bonds are issued in

$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October,

Free of State and United States Taxes.

The price at present is

90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,

BANKERS,

Dealers in Government Securities,

No. 36 South THIRD Street,

6 9 tf4p PHILADELPHIA.

JAY COOKE & CO.

PHILADELPHIA, NEW YORK, AND WASHINGTON,

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Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board o Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS.

COLLECTIONS MADE ON ALL POINTS.

GOLD AND SILVER BOUGHT AND SOLD.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

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UNITED STATES SECURITIES

Bought, Sold and Exchanged on Most Liberal Terms.

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Bought and Sold at Market Rates.

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Pacific Railroad Bonds

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Stocks Bought and Sold on Commission Only.

Accounts received and Interest allowed on Daily Balances, subject to check at sight.

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NOTICE.

TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are

General Mortgage Bonds of the Pennsylvania Railroad Company.

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No. 20 South THIRD Street.

4 21 PHILADELPHIA.

FOURTH EDITION

THE NORTHWEST DISTURBANCES.

Admiral Farragut's Condition

He is Sinking Slowly.

Etc., Etc., Etc., Etc., Etc.

FROM THE DOMINION.

The Northwest Disturbances.

OTTAWA, Aug. 12.—The Ottawa *Citizen* (Government organ) says the Canadian Government has not, nor has any member of it, applied to the imperial authorities for a Government amnesty to persons concerned in the disturbance in the Northwest, but it is well understood, or at least believed by members of the Ministry, that if any amnesty at all is proclaimed, those persons actually concerned in the murder of Scott will be specially excepted. In regard to them the law will be allowed to take its course. We make this statement with all confidence.

FROM THE SOUTH.

New Cotton.

MONTGOMERY, Aug. 12.—The first bale of the new crop of cotton was received here on the 10th and the second bale this morning, each weighing about 500 pounds.

FROM NEW ENGLAND.

PORTSMOUTH, N. H., Aug. 12.

Admiral Farragut

is still alive, but is gradually becoming weaker

FINANCIAL

Wilmington and Reading

RAILROAD

Seven Per Cent. Bonds,

FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company

AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of

$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The road is now finished, and doing a business largely in excess of the anticipations of its officers.

The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

WM. PAINTER & CO.,

BANKERS,

No. 36 South THIRD Street,

55 PHILADELPHIA.

SEVEN PER CENT.

First Mortgage Bonds

OF THE

Danville, Hazleton, and Wilkesbarre Railroad Company,

At 85 and Accrued Interest

Clear of all Taxes.

INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invit to examine the merits of these BONDS.

Pamphlets supplied and full information given by

Sterling & Wildman,

FINANCIAL AGENTS,

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Government Bonds and other Securities taken in exchange for the above at best market rates.

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Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.

Direct telegraph communication from Philadelphia house to New York. 1 2

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DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.

ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.

Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26

STOCKS, LOANS, ETC., BOUGHT AND SOLD AT THE BOARD OF BROKERS, BY GEORGE J. BOYD,

7 14 thstusm No. 18 S. THIRD Street.

FIFTH EDITION

THE LATEST NEWS.

Government Receipts and Expenditures

Farragut Beyond Hope.

LATEST NEWS BY CABLE.

The Saratoga Races.

Casualties at Norristown.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

Government Receipts and Expenditures.

Despatch to the Associated Press.

WASHINGTON, Aug. 12.—The following are the receipts and expenditures of the Government, by warrants, of the quarter ending June 30, 1870:—

RECEIPTS.

Customs, $52,434,394·42; internal revenue, $61,728,254·42; lands, $962,046·55; miscellaneous sources, $3,183,364·88; loans and treasury notes, $310,604·87; repayments by disbursing officers of money advanced, $1,360,604·39; balance in treasury on March 31, 1870, $118,833,313·76. Total receipts, $238,811,483·29.

EXPENDITURES.

Civil and miscellaneous, $13,989,164·33; war, $17,737,362·71; navy, $4,996,253·10; Indians and pensions, $2,859,471·79; interest on public debt, $26,208,470·32; purchase of United States bonds, $18,970,494·44; redemption of public debt, $4,552,795·00.

Balance in the Treasury June 30, 1870, $149,502,471·60. Total, $238,811,483·29. Balance in Treasury on March 31, 1870, by this statement, $5,945,739·03 in excess of balance as published in debt statement of April 1, 1870; and balance in Treasury June 30, 1870, by this statement is $7,781,355·53 in excess of balance as published in debt statement of July 1, 1870.

These differences are accounted for by the fact that the expenditures are all known and included in the monthly debt statement, while receipts, being taken from the returns in the office at the close of business on the last day of each month, do not include the entire receipts for each quarter.

FROM THE STATE.

Accidental Death at Norristown.

NORRISTOWN, Pa., Aug. 12.—This morning at about eleven o'clock, a farmer, whose name is as yet unknown, called at the flour and feed store of Landis & Windle, and went into a small outhouse, in which was stored a considerable quantity of stable manure. In a few minutes after he was found dead by one of the employes of the establishment. It is supposed that he was overcome by the fumes of the ammonia, and no assistance being at hand met his death.

Suicide.

Mrs. J. A. Reiff committed suicide by hanging herself to the bedpost with a handkerchief about one o'clock this afternoon. No cause is assigned for the act.

FROM NEW ENGLAND.

Admiral Farragut's Condition.

PORTSMOUTH, N. H., Aug. 12.—There is no change in Admiral Farragut's condition since yesterday, except that he has become weaker. He still retains his senses, but there is no reason to hope for his recovery.

FROM NEW YORK.

The Saratoga Races.

SARATOGA, Aug. 12.—To-day it the second meeting of the Saratoga races. The first race was won by Enquirer, beating Remorseless and Telegram.

FROM EUROPE.

This Afternoon's Quotations.

LONDON, Aug. 12—2·30 P. M.—American securities: five-twenties of 1862 86; of 1865, old, 85; and of 1867, 84¾; ten-forties, 83¾. Stocks, quiet. Erie, 17¾. Illinois Central, 106½.

LIVERPOOL, Aug. 13—2·30P. M.—Cotton afloat, 471,000, including 35,000 of American. California wheat, 10s. 10d.; @11s; red Western, 9s. 2d.; red winter, 10s. 1d. @10s. 2d. Receipts of wheat, for three days, 35,000 qrs., including 300,000 of American flour, 25s. Corn, 31s. Lard dull. Bacon, 57s. 6d. Cumberland cut.

THE COAL TRADE.—The following is the amount of Coal transported on the Philadelphia and Reading Railroad during the week ending Thursday, August 11, 1870:—

	Tons. Cwt.
From St. Clair	40,066 13
From Port Carbon	7,603 10
From Pottsville	5,094 03
From Schuylkill Haven	33,383 09
From Pine Grove	5,591 02
From Port Clinton	15,704 13
From Harrisburg and Dauphin	4,810 03
From Allentown and Alburtis	304 09
Anthracite Coal for week	112,558 14
Bituminous Coal from Harrisburg and Dauphin for week	8,371 10
Total for week paying freight	120,929 04
Coal for Company's use	2,841 15
Total all kinds for week	123,770 19
Previously this year	1,797,155 15
Total	1,920,926 14
To Thursday, Aug. 12, 1869	2,426,136 19

LEHIGH CONVERTIBLE

6 Per Cent. First Mortgage Gold Loan,

Free from all Taxes.

We offer for sale $1,750,000 of the Lehigh Coal and Navigation Company's new First Mortgage Six Per Cent. Gold Bonds, free from all taxes, interest due March and September, at

NINETY (90)

And interest in currency added to date of purchase.

These bonds are of a mortgage loan of $3,000,000, dated October 6, 1869. They have twenty-five (25) years to run, and are convertible into stock at par until 1879. Principal and interest payable in gold.

They are secured by a first mortgage on 5000 acres of coal lands in the Wyoming Valley, near Wilkesbarre, at present producing at the rate of 200,000 tons of coal per annum, with works in progress which contemplate a large increase at an early period, and also upon valuable Real Estate in this city.

A sinking fund of ten cents per ton upon all coal taken from the mines for five years, and of fifteen cents per ton thereafter, is established, and The Fidelity Insurance, Trust and Safe Deposit Company, the Trustees under the mortgage, collect these sums and invest them in these Bonds, agreeably to the provisions of the Trust.

For full particulars copies of the mortgage, etc., apply to

C. & H. BORIE,
W. H. NEWBOLD, SON & ARTHUR,
JAY COOKE & CO.,
DREXEL & CO.,
E. W. CLARK & CO. 7 11 tm

A TELEGRAM FROM METZ.

Louis and I went out to-day
To see the soldiers fighting;
The balls came showering all about,
And round our Louis lighting.

I wish you'd seen how brave he was,
How cool and unimpressed,
He didn't mind the smell of smoke
Nor need to be undressed.

He caught the bullets in his hand
And put them in his pocket,
He says he'll have a nice one fixed
For Mamma, in a locket.

The Prussian cannon thundered loud,
And wildly surged the battle,
But Louis proudly viewed the storm,
And then—called for his rattle.

Full many a *vieux moustache* I saw—
Half hid by bullets flying—
Cast one astonished glance at Lou
And then burst out a-crying!

Like fire through grass the infection spread,
Till, 'spite the Dutchmen's pelting,
I found ten thousand grenadiers
In bitter tears were melting!

The minor features of the fray,
Are hardly worth repeating,
So just get out the usual tale
How we that "Fritz" are beating.

METZ, Aug. 3. NAPOLEON.

THE AMERICAN MITRAILLEUR.

Description of the Famous "Coffee Mill."

So much has been said about the French Mitrailleur that its construction is now fairly understood, but its form and appearance are still unknown to the ordinary reader. The American Mitrailleur, which it resembles, is constructed and worked on the same principle. Up to the present the value of the Mitrailleur in the Franco-Prussian war does not seem to have been very great, but doubtless its effectiveness will be more fully demonstrated.

This gun, in its fundamental principles—that is to say, in its mechanical construction and operation—is essentially different from all others, and not a single part of it, except the barrels, is like that of any other gun. It is, therefore, not an improvement upon an old system, but is an original invention. To give the reader an idea of its character, it may be said that it can be fired, when well manned, from four to five hundred times per minute.

THE MAIN FEATURES

of the gun may be summed up as follows:—1. It has as many locks as there are barrels. The locks also have, when the gun is in operation, a reciprocating motion. The forward motion of the locks places the cartridges in the rear ends of the barrels, and closes the breech at the time of each discharge, while the return movement extracts the cartridge shells after they have been fired. When the ten-barrel gun is being fired, there are five cartidges at all times in the process of loading and firing and at the same time five of the shells, after they have been fired, are in different stages of being extracted. These several operations are continuous when the gun is in operation. In other words, as long as the gun is supplied with cartridges (which is done by means of "feed-cases," in which they are transported), the several operations of loading, firing, and extracting the cartridge shells are carried on antomatically, uniformly, and continuously. The locks operate on a line with the axes of the barrels, and are not attached to any part of the gun, but as the gun is made to revolve they play back and forth in the cavities in which they work, like a weaver's shuttle, performing their functions of loading and firing by their impingement on stationary inclined planes or spiral projecting surfaces. It can be loaded and fired only when the barrels are in motion, that is to say, when the barrels, inner breech, locks, etc., are being revolved. It may be justly termed

A COMPOUND MACHINE GUN,

since the ten barrels, each being furnished with its own loading and firing apparatus, form, as it were, ten guns in one. This is a valuable feature, for in the event of one of the locks or barrels becoming impaired, the remaining ones can still be used effectively. The gun bears the same relation to ordinary firearms that the printing-press does to the pen, or the railway to the stage-coach. It is no exaggeration to say that this system marks the commencement of a new era in the history of implements of war. It will, no doubt, be the means of revolutionizing, in a great degree, the present modes of warfere. A few men furnished with these death-dealing engines will be able to defeat thousands armed with ordinary weapons. It may safely be said that no guns which can be rapidly fired have so great a range and accuracy as the larger sized Gatling guns, which have an effective range of from two thousand to three thousand yards. The gun is regarded by master armorers and skillful mechanics as one of the most beautiful and perfect specimens of mechanism ever invented. Officers of the highest intelligence admit and recognize its effectiveness and value as an implement of warfare. The gun and its ammunition have recently been

GREATLY IMPROVED

in the following particulars:—The locks are now made with improved extractors, which never fail to remove the cartridge shells from the chambers of the barrels after they have been discharged. The locks can be put in or taken out without taking the gun apart. The method of supplying the gun with cartridges has also been greatly improved, so that they can now be continuously fed to the gun with regularity and certainty from "feed-cases," through the hopper, even when the gun is operated by inexperienced men. The cartridges are now made of much stouter material than formerly, and with solid heads, and they can be reloaded and fired a great number of times, thus greatly lessening the cost of this kind of ammunition. The shells of these improved cartridges are so strong as to make it impossible for the heads to burst even when double charges are used. A new cocking device is now added, which can be so adjusted as to allow the gun to be revolved without snapping when not in service.

THE PRINCIPAL SIZES

manufactured are as follows: The smallest size has ten steel rifled barrels, and is made of any proper calibre to suit the musket cartridges used by different governments. The second-sized gun has ten steel rifled barrels, is 75-100 inch calibre, and discharges solid lead balls of 4½ oz. in weighs. The third, or largest-sized gun, it of one-inch calibre, is made with six (sometimes with ten) barrels, and discharges solid lead balls ½ lb. in weight. This gun also uses a canister cartridge which contains sixteen balls. It also discharges explosive balls with great effect. This gun (as well as the 75-100 calibre) has an effective range far greater than that of musketry, and the great precision of its fire gives it an advantage over most field artillery. To give the reader

AN IDEA OF ITS EFFECTIVENESS,

it may be said one hundred pounds of lead can be discharged from the gun per minute; that is to say, the gun can easily, when well manned, discharge two hundred balls per minute, each ball weighing a half pound, and having a range fully equal to that of the best field artillery. It is confidently believed that the effectiveness—the killing power—of two hundred balls fired from this gun per minute, is greater than that of shells fired from an ordinary field cannon. The half-pound balls fired from the one-inch-calibre Gatling gun have greater penetrating force at one thousand yards than fragments of shells discharged from artillery at the same distance; moreover, balls fired from the Gatling gun have more ricochet than fragments of shells. These guns, after a long series of trials conducted by army officers of high standing, have been adopted by the United States Government, and one hundred of them have been purchased by that Government since the close of the late war. One of the leading powers of Europe has also adopted the Gatling gun, it is said, and has given two orders for them which are now being executed by the Colts Company. Many other Governments have purchased these guns in smaller quantities.

TRIALS OF THE GUN

were first made at the Government Arsenal, at Washington, and afterwards at the Frankford Arsenal, Philadelphia. Another series of trials was made at Fort Monroe Arsenal, Va., in the months of June and July, 1866, in comparison with the "twenty-four-pounder flank-defense howitzer;" and, lastly, tests of the guns were made at the Navy-yard, Washington, in May, 1868. These have demonstrated the great value and superiority of the invention. The following extracts, taken from the official reports of the various trials, will give the reader some idea of the appreciation in which the invention is held by government officials. In the first experiments made in January, 1865, at Washington Arsenal, one of the small guns was used. It was

TESTED FOR RAPIDITY AND ACCURACY

of discharge, by means of targets placed at various distances, and with excellent results. The report says:—

	Pounds.
Total weight of gun, exclusive of carriage	224
Total weight of carriage	202
Total weight of limber	200

The gun certainly possesses the advantages of rapidity and accuracy, and loads and fires while the barrels are revolving. There is no escape of gas at the breech; it has one lock for each barrel, so that in the event of one barrel or lock becoming disabled, the gun is still efficient, as the rest of the barrels and locks can be used without difficulty.

A peculiar and valuable feature in this gun consists in its not having sufficient recoil to impair the accuracy of the shot. The gun and its carriage are of sufficient weight

TO OVERCOME THE RECOIL

of each discharge. This is a very great advantage, inasmuch as bridges, fords, roadways, &c., can be protected with the gun as well at night as in the daytime. It is only necessary in order to defend a desired place at night to aim the piece in daytime so as to cover this particular point, and in case the enemy, at night, should attempt to approach it, a torrent of balls can be discharged in the direction with unerring precision and with deadly effect. With this arm, no time is lost in sighting after the first discharge. If desirable, a lateral motion may be given to the gun while it is being discharged, so that

A PERFECT SHEET OF BALLS

can be made to sweep the sector of a circle within its range. The use of this kind of fire-arms will, no doubt, in a great degree, supersede the necessity of large armies, for with it a few men can be made to do the work of many, and hundreds of the guns can be put in the field for what it would cost to equip a few regiments. In this gun the operation of loading is greatly simplified. There is no need of sponging, capping, priming, adjusting of fuses, cocking, etc., All that is required is to supply the hopper with the cartridges and turn the crank, when a continuous stream of balls can be discharged.

NEW RECRUITS

may be taught the use of this gun in camp, without any waste of ammunition. When the knob is so turned as to prevent snapping or firing, cartridges can be fed to the guns from the "feed-case," and the operations of loading and extracting them can be carried on without firing. In this way soldiers can easily become familiar with its workings. As stated heretofore, the cartridges used with this and one-inch calibre guns have been greatly improved. The cartridge shells are now manufactured from much stouter material than formerly, and are made with solid heads, solder being placed in their bases, thus enabling them to withstand the heaviest charges without the possibility of their being buast. The shells can be reloaded and fired again for fifty or more times. These shells being thus utilized, the cost for ammunition will be but little more than that of the lead and powder used in reloading. The flanges of the cartridges have square faces in front, which enable the shells to be easily extracted from the chambers of the barrels, after they have been fired. The carriage upon which the gun is mounted has also been much improved. It has an adjustment which enables one to give to the gun, when it is fired, a lateral motion, so as to sweep the sector of a circle of more than twelve degrees, without moving the wheels or the trail of the carriage. By this arrangement the stream of balls can be directed in the same way as water from a hose-pipe, and made to cover five hundred yards or more of the enemy's front without interrupting its own continuous fire.

This gun can be discharged with great rapidity, but always by means of single shots in rapid succession, so that the tendency to recoil is only that produced by one shot, and this is entirely overcome, as above stated, by the weight of the gun and carriage and a simple device attached to the trail. The true elevations having, therefore, been once obtained, any desired number of shots may be rapidly fired

WITH ACCURACY, WITHOUT RESIGHTING

or further adjustment of the gun. These are advantages not possessed by any other kind of firearms. The rapidity and continuity of the discharge of the gun give to its performance the greatest destructive effect. Few troops can be found so brave as to contend against such a terrible and fearful engine of warfare. In contrasting targets representing one used by a company of infantry, numbering 100, and armed with "needle-guns," and showing the one fired upon by those operating the Gatling gun, it will be seen that the Gatling put 88 per cent. of shots in a target at 800 paces, while those fired by soldiers who took deliberate aim, at a single target at the same distance, gave only 27 per cent. of "hits." This difference would be, perhaps, still greater in time of action, owing to smoke and excitement. The shooting of the Gatling is certainly of the very best kind. Some critical officers may object to the use of this class of firearms, as some of them did a few years ago to the use of breech-loading muskets, but it is now certain that the day will soon come when the latter will be used by all enlightened nations, as the fallacy of the objections urged against breech-loaders has been demonstrated and the criticisms proved to be of no weight or force. The gun is strong and durable, and is in every respect a first-class weapon. It can be easily transported, and, if need be, can be taken apart and its several parts packed on horses or mules, when carrying on warfare in a mountainous region, and can in a few minutes be made ready for action. There is

NOTHING ABOUT THE GUN

that is mysterious, or difficult to be understood. If by bad management any clogging should occur in the feeding of the hopper, it can be thrown back and the matter righted in a few seconds; and if one of the locks should become inoperative, it can be taken out through the opening in the cascabel plate, and a new one inserted in less time than it would take to load and fire a muzzle-loading musket; after which, rapid firing may again be resumed. The main parts of the gun are so strong as to preclude the possibility of injury from use, and duplicate pieces of the smaller portions can form a part of the outfit; moreover, means can be provided for reloading the cartridge shells after they have been fired—that is to say, a supply of balls and loose powder can be carried, and the shells reloaded by a detachment of men assigned for such duty, and thus cartridges can be at all times kept on hand for immediate use. The working parts of the gun are encased in the breech-covering so as to be entirely protected from dust and exposure to the weather. The barrels are open from end to end, and can easily be kept clean by the use of a swab or wiper. Balls fired from these firearms may not give the pyrotechnic display of shells discharged from field artillery, but their effectiveness is none the less. It is generally admitted that in battle the small balls are the most destructive of life.—*N. Y. World.*

THE PARAGUAYAN WAR.

Mrs. Lynch in the Harbor of Rio—She Makes Some Interesting Revelations Regarding the Late Paraguayan War.

A correspondent writing from Rio Janeiro says:—

While Mrs. Lynch was in port on board the City of Limerick a little romance occurred. With her came a grown-up daughter of Lopez by another woman, of whom Mrs. Lynch has taken charge for many years. This girl was with the little army of Lopez when he was killed, and was engaged to be married to a young Paraguayan officer, the ceremony being appointed for the 2d of March. But Lopez was slain on the 1st, and the lover was captured and sent as a prisoner to Rio Janeiro. On Mrs. Lynch coming to the port of Rio the young lover and several Paraguayan officers were allowed to go on board to see Mrs. Lynch and her family. Further permission was obtained for the lover to spend the night before the vessel sailed with the family, and the result was that, by permission of the Government, a priest married the officer the officer and the girl, and he proceeded to Europe in the same vessel.

While Mrs. Lynch was at Buenos Ayres, Dr. Stewart, to whom Mrs. Lynch had confided £15,000 to be lodged to her and her children's credit in the Bank of Scotland, as appears by a receipt given by him, but which he alleges was extorted from him, arrived at the same place, he having come on from England with a large quantity of agricultural implements and other articles to sell in Paraguay. As luck would have it, he went to the same hotel as Mrs. Lynch, but when he heard she was there he turned white as ashes, ordered out his trunks in haste, and hurried on board a steamer bound up the river. It would appear that he acted wisely, for Mrs. Lynch had vowed to horsewhip him first and shoot him afterwards, and she looks like a woman who would be as good as her word in such a matter.

While here Mrs. Lynch was very anxious to have a talk with the Emperor, but she could not get leave to get ashore, and only a few influential persons were allowed to see her. She made some revelations in regard to the war which are not uninteresting, of which the following is the substance:—

She states positively that the war with Brazil was projected by Lopez in alliance with General Urquiza and the Biancos of Montevideo, and under conditions of probable success which rendered the confederates sanguine as to the result. According to the stipulations between them, Urquiza was to have Corrientes as well as Entre Rios, and the Oriental Republic was to receive Rio Grande do Sul.

Madame Lynch declares that Lopez was utterly hopeless of defending himself successfully after the recrossing of the Paraguayan army over the Parana, but that his hopes revived during the long siege of Humaita, as the slowness of the movements of the Marquis de Caxias inspired him with confidence that he could tire the allies out, which hopes were encouraged by the sending of sums of money to bribe officials in the Paraguayan service appearing to demonstrate weakness on the part of Brazil.

For some time Lopez was kept informed of the movements of the allies, through General MacMahon, but after the departure of this minister he remained in ignorance of what was doing. The well-planned attack of the Comte d'Eu upon the position of Ascurra, which General MacMahon had pronounced impregnable, completely annihilated his hopes, and left him no resource but to carry on a guerilla war in the expectation of wearying the Brazilians into terms; but at no time during the whole course of the war had Lopez any intention whatever of leaving Paraguay. With the desire to secure something for Madame Lynch and his children, Lopez sent off, at Angostura, a large sum in gold, consigned to Dr. Stewart's brother, and had it deposited in the bank of Scotland; but this sum is now denied to her, although she holds Dr. Stewart's receipt. Now, her only hopes are vested in General MacMahon, who took charge of about £20,000 worth of property for her when leaving the Paraguayan encampment. All she has with her is of trifling amount, consisting chiefly of jewelry of little intrinsic value. The sword presented to Lopez by the Paraguayan people she deposited with the British Charge d'Affaires at Buenos Ayres.

—A gentleman of Illinois, bearing the name of Harper, prides himself on being the parent of a two-year-old baby weighing sixty pounds. The young "Harper," strange to say, cares so little for music that he falls into a gentle slumber while the parent "strings" are being tuned.

PIANOS.

ALBRECHT, RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES. Full guarantee and moderate prices. WAREROOMS, No. 610 ARCH Street. 8 25

DRY GOODS.

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Lace Pointes from $4 to $35.
Lace Sacques from $10 to $25.
Thin Mixed Dress Goods.
Lawns, Percales and P. K's.
Black Hernanies and Grenadines.
Linens and Japanese Grass Cloths (for Suits).
Black Silks, Pongee Silks, Japanese Silks.
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C. & A. PEQUIGNOT,

MANUFACTURERS OF

WATCH CASES,

AND DEALERS IN AMERICAN AND FOREIGN

WATCHES,

No. 608 CHESNUT Street.

MANUFACTORY, No. 22 South FIFTH

WASHINGTON, D. C., JULY 27, 1870.

NOTICE—PAVING PENNSYLVANIA AVENUE.

The Commission appointed by "An Act to Provide for the Paving of Pennsylvania Avenue," approved July 8, 1870, is authorized to select and determine the best kind of Pavement to be used in paving Pennsylvania avenue, and to have said thoroughfare paved therewith from the northwest gate of the Capitol to the crossing of Fifteenth street, west.

The Commission met and organized in accordance with the above law, and proceeded to the election of a President and Secretary. It was decided to invite all patentees, owners, or inventors of any of the improved pavements, of whatever material composed, whether of stone, wood, asphalt, concrete, or any other kind, to furnish accurate and detailed drawings or models, descriptions, specifications, including the nature of the foundation to be laid, how packed, and, in fact, all information as to their construction and durability. This information is desired to enable the Commission to decide in the first instance upon the general nature of the material to be used in paving the avenue, and then to specify the preference that may be agreed upon in regard to some particular method to be adopted. A reference to the law (public, No. 144) will give the required information as to how the payments for said pavement will be made. It is provided therein "That the cost of laying such pavement shall not exceed the sum of four dollars per square yard." The estimated area of said pavement is in the neighborhood of sixty-five thousand (65,000) square yards

All communications in relation to pavements should be addressed to the Secretary, Gen. N. MICHLER, Office of Public Buildings, Grounds, and Works, U. S. Capitol, WASHINTON, D. C. 7 29

ORGANS.

CHURCH AND CHAPEL ORGANS,

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COSTING FROM $650 TO $3000 EACH.

With good Second-hand Organs for sale, and Organs of any size built to order by

WM. B. D. SIMMONS & CO.,

No. 190 CHARLES Street, Boston, Mass.

St. Stephen's Episcopal Church, and the Third Reformed Church, Tenth street, Philadelphia, contain Organs of our recent make. 8 11 s3mrp

MACHINERY.

GRINDSTONE HACKERS FOR TRUING stones save the stone. No dust! No delay! Iron boxes for stones. GEORGE U. HOWARD, 5 9 m No. 17 South EIGHTEENTH Street.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc. JOHN W. EVERMAN, No. 10 CHURCH Street (City Stores).

PROPOSALS.

PROPOSALS FOR MATERIALS TO BE SUPPLIED TO THE NAVY YARDS UNDER THE COGNIZANCE OF THE BUREAU OF CONSTRUCTION AND REPAIR.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, WASHINGTON, D. C., July 14, 1870.

SEALED PROPOSALS to furnish Timber and other materials for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 12 o'clock M. of the 15th of August next, at which time the proposals will be opened.

The proposals must be addressed to the Chief of the Bureau of Construction and Repair, Navy Department, Washington, and must be indorsed "Proposals for Timber, etc., for the Navy," that they may be distinguished from other business letters.

Printed schedules for such classes as parties deal in and intend to bid for, together with instructions to bidders, giving the forms of proposals of guarantee, and of certificate of guarantors, with printed forms of offer, will be furnished to such persons as desire to bid, on application to the Commandants of the respective Navy Yards, and those of all the yards on application to the Bureau.

The Commandant of each Navy Yard and the purchasing paymaster for each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, and all applications for information or for the examination of samples must be made to the commandants of the respective yards.

The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides, that he has a license to deal in the articles for which he proposes; *and, by direction of the Department, bids or offers will be received only from parties who are bona fide dealers in, or manufacturers of, the articles they offer to furnish.* The guarantors must be certified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid, or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department.

As additional security twenty per centum will be withheld from the amount of the bills until the contracts shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandant of the respective yards, will be paid by the Paymaster of the station designated in the contract within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:—

No. 1, White Oak Logs; No. 3, White Oak Curved Timber; No. 4, White Oak Plank; No. 7, Yellow Pine Logs; No. 8, Yellow Pine Beams; No. 9, Yellow Pine Mast Timber; No. 11, White Pine Logs; No. 12, White Pine Mast Timber; No. 13, White Pine Plank, Boards; No. 15, White Ash, Elm, Beech; No. 16, White Ash Oars; No. 17, Hickory; No. 18, Black Walnut, Mahogany, Maple, Cherry; No. 20, Locust Treenails; No. 22, Cypress, Cedar; No. 23, Black Spruce; No. 24, White Oak Staves and Headings; No. 25, Lignumvitæ; No. 30, Ingot Copper; No. 32, Wrought Iron, round and square; No. 33, Wrought Iron, flat; No. 34, Iron, plate; No. 35, Steel; No. 37, Iron Spikes; No. 38, Iron Wrought Nails; No. 39, Iron Cut Nails; No. 42, Lead, pipe, sheet; No. 43, Zinc; No. 44, Tin; No. 45, Solder; No. 48, Locks, Hinges, Bolts, of brass and iron; No. 49, Screws, of brass and iron; No. 50, Files; No. 51, Augers; No. 52, Tools for ship stores; No. 53, Tools for use in yard and shops; No. 54, Hardware; No. 56, White Lead; No. 57, Zinc Paints; No. 58, Colored Paints, dryers; No. 59, Linseed Oil; No. 60, Varnish, Spirits Turpentine; No. 63, Sperm and Lard Oil; No. 64, Tallow, Soap; No. 68, Glass; No. 69, Brushes; No. 70, Dry Goods for upholstering; No. 71, Stationery; No. 73, Ship Chandlery; No. 74, Acids; No. 75, Resin, Pitch, Crude Turpentine; No. 77, Belting, Packing; No. 78, Leather, pump rigging, lacing; No. 80, Junk; No. 88, Charcoal.

The following are the classes, by the numbers, required at the respective navy-yards:—

KITTERY.

Nos. 8, 13, 15, 16, 17, 18, 22, 32, 33, 35, 39, 44, 48, 49, 50, 51, 53, 54, 56, 58, 60, 63, 68, 69, 71, 73, 74, 78, 88.

CHARLESTOWN.

Nos. 7, 13, 15, 16, 18, 22, 24, 25, 32, 33, 34, 35, 37, 38, 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 75, 77, 78, 88.

BROOKLYN.

Nos. 1, 7, 9, 13, 15, 16, 17, 18, 23, 24, 25, 32, 33, 34, 37 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60 63, 64, 68, 69, 70, 71, 73, 74, 75, 77, 80, 88.

PHILADELPHIA.

Nos. 4, 7, 9, 13, 15, 18, 32, 33, 48, 71.

WASHINGTON.

Nos. 1, 3, 7, 11, 12, 13, 17, 18, 20, 22, 23, 30, 32, 33, 34, 35, 37, 39, 42, 44, 45, 48, 49, 50, 51, 53, 54, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 77, 78, 88.

NORFOLK.

Nos. 1, 13, 15, 18, 22, 25, 32, 33, 39, 42, 44, 48, 49, 50, 53, 54, 57, 58, 59, 60, 63, 64, 69, 70, 71, 73, 77, 78.

MARE ISLAND.

Nos. 15, 18, 32, 33, 34, 35, 38, 39, 42, 43, 44, 48, 49, 50, 51, 53, 54, 56, 57, 58, 60, 64, 68, 69, 70, 71, 73, 74, 77, 88, 89. 7 14 law4w

ENGINEER OFFICE FOR HARBOR DEFENSES, UNION BANK BUILDING, BALTIMORE, MD.

SEALED PROPOSALS, in duplicate, will be received at this Office until 12 o'clock noon of the 12th day of September next ensuing for the removal of the following "OBSTRUCTIONS" from the Channel of James River, Virginia, below Richmond, viz.:

At WARWICK BAR, about five miles below Richmond, wreck of three (3) small schooners, 50, 60 and 80 tons, old measurement.

At DRURY'S BLUFF, about seven miles below Richmond, wreck of iron-clad ram Fredericksburg, sunk with armor, guns, etc., on board; iron gunboat Raleigh, 150 tons, old measurement, sunk with guns, etc., on board; war steamer Jamestown, wooden, 1200 tons, sunk with guns, etc., on board; steamer Curtis Peck, 450 tons, old measurement; schooners Wythe, 300 tons; Roach, 225 tons; brig, 175 tons, and a small schooner of about 80 or 100 tons, name unknown. Also, 18 or 20 cribs of timber and stone, each 22 feet square, averaging 18 feet high.

At TRENTS, or GRAVEYARD REACH, about ten miles below Richmond, wreck of schooner Gallego, 250 tons, old measurement; wreck of pilot boat Plume, 87 tons, old measurement.

Below AIKENS, or VARINA, about twenty miles from Richmond, 37 to 40 piles, part of remains of old military bridge.

Proposals will be received for the removal of all the obstructions named above, or a portion, but single bids are preferred for the entire removal of all the obstructions at each point as named above.

Each proposal must state the time within which the work will be finished, and the method or manner of removal proposed at each point, whether by blasting or otherwise.

Some of the wrecks are of considerable value, and it is expected that the privilege of raising them will either be paid for by the contractors in money to the United States, or that their material will be taken in compensation for removing other wrecks which are worthless.

The right is reserved to reject any or all bids for any reason deemed sufficient by the undersigned.

Proposals will be opened at 1:30 P. M. of the 12th day of September next ensuing, in presence of such bidders as may choose to attend.

Forms of proposals to be had on application at this office.

Proposals must be in duplicate, endorsed "Proposals for Removing Obstructions in James River," each accompanied by a printed copy of this advertisement, and addressed to

Col. WM. P. CRAIGHILL, Union Bank Building, Baltimore, Md.

8 11 6t

OFFICE OF CHIEF QUARTERMASTER, THIRD DIST., DEPARTMENT OF THE EAST. PHILADELPHIA, Pa., Aug. 5, 1870.

SEALED PROPOSALS in triplicate will be received at this office up to 12 M., on TUESDAY, the sixth day of September, 1870, for setting "Osage Orange" plants around the following-named National Cemeteries, in the State of Virginia (for the purpose of enclosing the same with secure hedging), viz.:—

Richmond National Cemetery			Richmond, Va.
Fredericksburg	"	"	Fredericksburg, Va.
Culpepper	"	"	Culpepper, Va.
Winchester	"	"	Winchester, Va.
Staunton	"	"	Staunton, Va.
Danville	"	"	Danville, Va.
Poplar Grove	"	"	Petersburg, Va.
City Point	"	"	City Point, Va.
Seven Pines	"	"	Seven Pines, Va.
Cold Harbor	"	"	Cold Harbor, Va.
Glendale	"	"	Glendale, Va.
Fort Harrison	"	"	Fort Harrison, Va.
Hampton	"	"	Hampton, Va.
Yorktown	"	"	Yorktown, Va.

Each proposal must be accompanied by a sufficient guarantee that in the event of the acceptance of the proposal the bidder or bidders will enter into a contract for the planting of the hedging.

The Quartermaster's Department reserves the right to reject any and all bids.

Any additional information desired by parties wishing to bid will be furnished upon application to this office.

Bidders are required to bind themselves that if the plants do not thrive they will renew them for a period of *two* years, as they may happen to fail during that time.

HENRY C. HODGES, Major and Quartermaster U. S. A., Chief Quartermaster Third Quartermaster's District, Department of the East. 8 5

REAL ESTATE AT AUCTION.

TRUSTEES' SALE

ESTATE

OF THE

FREEDOM IRON AND STEEL COMPANY.

The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers.

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:—

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:—

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of land.

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, cast-steel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses, saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 29 dwelling houses and stables.

Also, the property known as the Week's Saw Mill, in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mifflin county.

Also, about 17,400 acres of unseated lands, in Mifflin county.

Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Mifflin county, at a royalty of 25 cents per ton.

Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to $500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:—

$2000 in cash, to be paid when the property is struck off. The balance to be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:—

The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:—

Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44¼ degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46½ degrees west 102 1-10 perches, to stone; thence south 44¼ degrees east, 190 6-10 perches, to the place of beginning—containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44¼ deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45¼ deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42¾ deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46¾ deg. east, 81 1-10 perches, to the place of beginning—containing thirty-three acres and one hundred and twelve perches, net measure.

The same being subject to mortgage given to secure bonds, amounting to $11,738·34, upon $3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1, 1868.

Also, the property known as the Williams farm, as follows:—

All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described as follows:—

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 93¾ perches, to a hickory; thence by lands of Samue McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 57 degrees west, 169 perches to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. McIlvain, north 60 degrees east, 98¾ perches, to a post; thence by land of Philip Martz, north 70½ degrees east, 89¾ perches, to the place of beginning—containing one hundred and seven acres and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, given to secure bonds for $1250, with interest at 6 per cent. per annum, from November 8, 1868.

Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about nine acres and eighty-nine perches.

The last named property is subject to a mortgage given to secure a bond for $1000, bearing interest at the rate of 6 per cent. per annum from July 28, 1868.

The terms of sale of the last three described properties will be as follows:—

Twenty-five dollars in cash to be paid upon each when they are respectively struck off.

The balance of the purchase money of each to be paid in cash upon the execution of the conveyance to the purchaser.

WISTAR MORRIS, JAMES T. YOUNG, ENOCH LEWIS, } Trustees.

M. THOMAS & SONS, Auctioneers.

6 27 mth ts27

The most durable Green will not fade, is brighter Color costs less than any other because it will paint twice as much surface, Ground pure only by the manufacturers Sold by all paint dealers. Office 127 N. 4th St.

A "TIPPECLE" PICTURE.

Stewart's $30,000 Affair to be Beaten by Chicago.

The *Art Review*, just issued, contains a clever burlesque on A. T. Stewart's extensive allegorical picture, in the shape of an order from one Jubal Lee, of Chicago, which we reproduce below:—

CHICAGO, May 1, 1870.—Hon. E. B. Washburne, United States Minister, etc., Parris—Dear Sir:—Having learned some facts relative to the allegorical picture recently painted by a Parris artist, for Mr. Stewart, of which is said to be a great affair, and having resolved to beat Stewart, as I have yealded to No 1 in Chicago, in my devotion to Art as a patron of the same to the extent of my *limited* Means.

Mr. Washburne I want an Aligorical Pict. 42 ft. x 36 or thereabouts, leastwise larger by a clean yard ea. way than Stewarts and wch is to be tippecal of the hist. and characture of our Great Western Metropolis. You know what Chi. is and what she is bound to Be the four most City of the Globe all right you go ahead and give the Order to such Artist as you may select subject to the hints below.

I dont want Stewarts artist. I want some body who can beat him handsome Just whitewash him every time. I like Mr. Chromo very well his works are very popular in Chicago. If he is in Parris please engage him at any price under $50,000.

My ideas as to the Pict. air these

1st To Be 42x36 feet as I have already stip'ted.

2d To Be of good stout canvass, with good Quality of oil, color and Varnish—he to furnish Frame 1st class Frame.

3d To Contain follow'g Objects tippecal of Chicago:

(1) One Grain Elevator, Chicago Pattern, with seven (7) vessels discharging Rejected wheat and seven (7) do Receiving No. 1 do. Tippecle of Chi. ingennity.

(30) Thirty R. R. Trains all diverging into one deapot from all pts of Compass.

(60) Sixty Tugs towing Lumber Vessels up and Doun a small River (lay it on *thick* for the River), and 60,000 people a waiting at the Bridges for the Tugs to pass. (Throw as much Impatience as possible into faces of people aforesaid).

These objects will occupy the four ground. Then in the back ground I want Following Objects:

(1) Sale of real estate, representing round lot of acre property going for $50 an Acre; also same going next year at $50 a foot front. (Tippecle of Rappid Rice of Chi. Property.)

(1) Scene on Change representing speculator with $2'50 in his pocket, delling 100,000 wheat Buyer's Option all August (Tippecle of Boldness and Enterprise of Chi.)

(1) Divorce suit in Court tippecle of uncertainty of life Particularly married life. Also, exterior of Chicago Court House of which I send you a copy in plain Black and White.

(15) Fifteen Base Ball people evaporating amid the clouds. Nine (9) players in white hose and six (6) Backers in sack cloth. (They will do for Angells in the Clouds.)

(2) Two goddesses Godess of Enterprise receiving Piece offerings from Godess of Industry. Industry surrounded by sheaves ect. tippecle of Agriculture, and Enterprise wearing helmeet of Brass, let down over the face, and leaning upon building 9 stories high with French Roof and Marble ft. tippecle of Enterprise (Make Limbs of G'desses plump and handsome.)

(3) Three Female Figures nearly newd tippecle of Past Present and future, Present about life size, with head of Past just sticking out of pocket. Past very small and Magger. Future so Large as to be crowded off the Canvass all except foot, leg, and hand, just ready to Gobble up Present Tippecle of Progress.

The position of these objects to be somewhat according to the diaphram given below:

1st sale of Real Estate. 2d do.	Base Ball Club.	Past. Pres. Fut.
Seen on Change 100,000, B O Aug	G'desses of Ent. & Ind.	Court House. Divorce.
(vessels) Grain Elevator (vessels)	30 R R. Trains Diverging.	People (impat.) 30,000 60 Tugs. People (impat.) 30,000.

You know, Mr. Washburne, that as everything in a Pict. depends on what we call *Atmosphere* of the Piece I for'd to you per ocean exp. a bottle of Chic. river Water, wh. you can present the artist with my compliments. He can judge by taking a few whiffs that the Atmosphere will be about Here.

Please attend to this and send Bill for yr. services. Your obdt. servt., JUBAL LEE.

P. S.—Beat Stewart's Piet. if its in the cards to do it and draw as required.

ENGLISH UNDERTAKERS.

How Mr. Dickens Began a Reform.

The *Pall Mall Gazette* has the following:—The undertakers have seldom received such a severe blow as that dealt to them by Mr. Dickens' will. "I emphatically direct that I be buried in an inexpensive, unostentatious, and strictly private manner; that no public announcement be made of the time or place of my burial; that at the utmost not more than three plain mourning coaches be employed, and that those who attend my funeral wear no scarf, cloak, black bow, long bow, or other such revolting absurdity." This is plain speaking, and the grim ravens who hover round the house of mourning with the view of turning tears into cash will be all in a flutter when they read this expression of opinion with regard to their trade, uttered by one whose voice has none the less influence because it proceeds from the grave. Lord Derby, Lord Clarendon, and Mr. Dickens have all set an example which the vulgar and ignorant will do well to follow, of simplicity in their funerals. The day will come when we, or rather our descendants, will wonder that undertakers were ever permitted to trade upon our sorrows in the present disgraceful fashion. In nine cases out of ten, when the head of a family dies, every sixpence is of value, and nothing more lamentable can be conceived than that the hard-earned savings intended to provide for the necessities of wife and children should be squandered on black kid gloves and silk hatbands for second cousins, doctors, servants, and others who are mere puppets in the hands of the undertaker to help him to plunder the family of the deceased. If one or two dukes and duchesses would have the kindness to direct that their remains were to be deposited in the ground without having a brick vault specially made to receive them, the middle class would at once consent to be buried in a similar manner; and this would cut off the bricklayer, who, with the haberdasher, joins the undertaker in the work of extortion. Brick vaults are but attempts to fight with nature, who, in the long run, will be victorious. We have much to learn and much to unlearn on this subject; but the day will come when we shall conquer our prejudices, and not be afraid to say to the portly undertaker, as he solemnly stalks through the streets at the head of a funeral procession:—"My dear sir, instead of being as you imagine an imposing object, you are, in the words of Mr. Dickens, simply a 'revolting absurdity.'"

WICKED LONG BRANCH.—From all quarters comes the same sad story about the naughtiness of Long Branch. The Springfield *Republican* correspondent says:—The accessibility of this place to New York accounts in a large measure for its mixed summer population. It is so easy to come here to remain for a short time and get away from the foul air of the city, that it is no wonder the place is thronged. It is my belief, after a long residence in Washington, proverbial as a den of iniquity, that Long Branch is the wickedest place in the United States, or at any rate in New Jersey, which is perhaps more to the purpose. We hear much of it, we ladies, far more than some of us care to have poured in our ears. We hear that at the "Club House" are nightly to be found not only young men, but old ones, fathers of families, and, worse still, very young boys. We hear that sometimes young men come from the city on Saturday with plenty of money for expenses for several days, and lose every cent in one night, and are obliged to leave without paying their bills. I heard of a very sad case of the kind recently. A young man, who wanted to see what "Chamberlain's was like, you know," went there to lose but five dollars. He would despise himself, he said, if he could not trust himself to stop when that was gone. He returned with an empty pocket-book, two hours afterwards, and a face like ashes, mortified and distressed beyond measure, as he was obliged to ask the favor of the proprietors of the hotel to allow him to return to his home and send the amount owing for board in a few days.

There is a fast school here for girls as well. I never fully understood the girl of the period until I saw her in full vigor here. She votes certain men and certain things "slow," and herself "knows lots;" if ma keeps her at school another year, she will know so much no one will be able to stay in the house with her. "She knows more now," she says, "than ma does," and it seems likely, for "ma" is an "innocent-faced, though very washed-out looking woman," who evidently has been pretty, but never "gay," and who doubtless married very young and has allowed her big daughters to spring up, while she looked on in patient wonder. The young girls are wholly given up to flirting. Even dress becomes a minor matter; indeed, they (I mean those of the class specially alluded to now) are rather careless than otherwise. Their sashes hang in a roll at the back and their skirts are sadly twisted about, but they are very particular about their hats. These they must have in endless variety and stick them on one side of their heads, giving a saucy look to their pretty faces, which would be charming were it not so bold. They mean no harm, but they are utterly reckless of public opinion, and defiant of censure, so long as they have plenty of fun. They have it here; for almost any man will do to assist them in their flirtations, and, as it is about the only amusement offered them, they enjoy it to the utmost.

—The continued hot weather has been the means of causing many serious differences between young married people in Jersey City, and Judge Martindale has been kept quite busy in binding newly-made husbands to keep the peace with their wives, or, in other words, to keep from beating them with sticks.

RAILROAD LINES.

PHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.

On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	10·20 P. M.
" " Williamsport	8 00 A. M.
" arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	10·50 A. M.
" " Williamsport	8·15 P. M.
" arrives at Erie	7·25 A. M.
ELMIRA MAIL leaves Philadelphia	7·50 A. M.
" " Williamsport	6·00 P. M.
" arrives at Lock Haven	7·20 P. M.
BALD EAGLE MAIL leaves Williamsport	1·30 P. M.
" " " arrives at Lock Haven	2·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	5·50 A. M.
" " Williamsport	9·25 P. M.
" arrives at Philadelphia	6·20 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·15 A. M.
" arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Williamsport	9·45 A. M.
" arrives at Philadelphia	9·50 P. M.
BUFFALO EXP. leaves Williamsport	12·25 A. M.
" " Harrisburg	5·20 A. M.
" arrives at Philadelphia	9·25 A. M.
BALD EAGLE MAIL leaves L. Haven	11·35 A. M.
" " " arr. Williamsp't	12·50 P. M.
BALD EAGLE EX. leaves Lock Haven	9·35 P. M.
" " " arr. Williamsport	10·50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,
General Superintendent.

CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1¾ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

Special Excursion (when engaged)	6·15 A. M.
Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express (through in 1¾ hours)	3·30 P. M.
Atlantic Accommodation	4·15 P. M.
Returning leave Atlantic—	
Special Excursion	5·35 P. M.
Mail	4·35 P. M.
Freight (with passenger car)	11·50 A. M.
Express (through in 1¾ hours)	7·24 A. M.
Atlantic Accommodation	6·06 A. M.

An extra Express Train (through in 1¾ hours) will leave Vine Street Ferry every Saturday, at 2 P. M.

Returning, leave Atlantic City, Monday, 9·40 A. M.

LOCAL TRAINS LEAVE—

For Haddonfield, 10·15 A. M., 2 P. M. and 6 P. M.
For Atco and intermediate stations, 10·15 A. M and 6 P. M.

Returning, leave—

Haddonfield at 7·15 A. M., 1 P. M., and 3 P. M
Atco, at 6·22 A. M. and 12·15, noon.

ON SUNDAYS.

Leave Vine Street Ferry at	8·00 A. M.
" Atlantic City at	4·35 P. M.

The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY,
6 28 Agent.

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1870.

Leave Philadelphia, foot of Market street (upper ferry), at

8·00 A.M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.

9 00 A. M. Mail and Express for Cape May.

11·45 A. M., Woodbury Accommodation.

3·15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

4·00 P. M., Fast Express, for Cape May only.

5 45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7·15 A. M.; returning, leaves Cape May at 5·10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Season Tickets, good for four months from date of purchase, $60. Annual Tickets, $100.

Freight Train leaves Camden daily at 9·30 A. M. stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue

3 15 WM. J. SEWELL, Superintendent.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P.M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7·30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9 25 P. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12 45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9·00 A. M. and 5·00 P. M., passing Reading at 1·45 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·50 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·99 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 and 4 40 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3·40 P. M., from Brookside at 3·45 P. M., and from Tremont at 6·25 A. M. and 5·05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 6 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6·45 A.M., for B. C. Junction, stops at all stations.
7·15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9·40 A. M. for West Chester stops at all stations.
11·50 A. M. for B. C. Junction stops at all stations.
2·30 P. M. for West Chester stops at all stations.
4·15 P. M. for B. C. Junction stops at all stations.
4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6·55 P. M. for West Chester stops at all stations.
11·30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5·25 A. M. from B. C. Junction stops at all stations.
6 30 A. M. from West Chester stops at all stations.
7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8·15 A. M. from B. C. Junction stops at all stations.
10·00 A. M. from West Chester stops at all stations.
1·25 P. M. from B. C. Junction stops at all stations.
1·25 P. M. from West Chester stops at all stations.
4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2·30 P. M. for West Chester stops at all stations.
4·30 A. M. from West Chester stops at all stations.
7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6·30 A. M., 2 and 3·30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3·30, and 6 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7 30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10·45 A. M., 12 30, 2·30, 5 15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigran Line, via Jersey City.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9·30 A. M., 6 46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES,
FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.

At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2·15 and 6·30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.

AN ACCOMMODATION TRAIF in the morning and

AN EXPRESS TRAIN

in the Afternoon from each end of the route.

THE EXPRESS TRAIN

will be furnished with

SPLENDID PALACE CARS.
NO CHANGE OF CARS

BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4·30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York ..... $3·00
" " " " Long Branch ... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4·30 P. M.
For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. As

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 16, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8·00 A M.
Paoli Accommodation, 10 A. M. & 12·50 and	7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6·30 A. M.
Paoli Accommodat'n, 9·20 A. M. &	3·30 & 6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	5·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to

JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD— THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.

Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accomm

SECOND EDITION

LATEST BY TELEGRAPH.

WAR REPORTS BY CABLE

The Coming Battle.

The Siege of Strasburg.

The Prussian Advance.

It Touches Pfalzburg.

TO-DAY'S WASHINGTON NEWS.

Death of Commissioner French.

Admiral Farragut's Condition.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

The Coming Battle.

ANTWERP, Aug. 12—10 A. M.—Advices from the seat of war state that the great battle is momentarily expected.

The French Wounded.

BERLIN, Aug. 11—Midnight.—A party of French wounded, just in, are being forwarded to Spandau. To-day 2265 French officers and soldiers taken in Saturday's battles arrived here.

The Garrison of Strasburg.

LONDON, Aug. 12.—From the best information that can be gained, it appears the garrison of Strasburg consists of only one regiment of foot and a small force of the National Guard.

The supplies in the place are in proportion to the garrison. A siege is therefore impossible, and the capture of the place will probably be an easy matter.

The Prussian Advance.

The 1st Prussian Corps d'Armee is at Pfalzburg.

[Pfalzburg is the fortress which, situated about five miles northwest of Saverne, guards the great central passage through the Vosges mountains by way of the latter town. It is 25 miles northwest of Strasburg and its occupation by the Prussians indicates an advance upon Luneville and Nancy, on the line of the railroad from Strasburg to Paris.—ED. EVE. TEL.]

Haut-Garonne in a State of Siege.

PARIS, Aug. 12.—The *Journal Officiel* publishes a decree declaring the Department of Haut-Garonne in a state of siege.

This Morning's Quotations.

BREMEN, Aug. 11.—Petroleum closed quiet at 6 thalers 11 groats@6 thalers 18 groats.

HAMBURG, Aug. 11.—Petroleum closed firm at 14 marc bancos.

ANTWERP, Aug. 12.—Petroleum opened firm at 49f.

LONDON, Aug. 12—11:30 A. M.—Consols for money and account, 91¼. American securities quiet. United States 6-20s quiet; of 1862s, 86¼; 1865s, old, 86; 1867s, 85; 10-40s, 83. Railways steady. Erie, 18; Illinois Central, 107; Atlantic and Great Western, 21.

LIVERPOOL, Aug. 12—11:30 A. M.—Cotton steady; uplands, 8⅞d.; Orleans, 9⅛d. Sales of the day estimated at 10,000 bales. The sales of the week have been 97,000; for export 21,000, and for speculation 10,000. Stock 568,000, of which 272,000 are American. Receipts of the week, 74,000, including 22,000 of American. Winter wheat, 10s. 4d. Oats, 3s. 7d.

LONDON, Aug. 12.—11:30 A. M.—Tallow and turpentine dull. Linseed oil firm.

FROM THE SOUTH.

Louisiana Republican Convention.

NEW ORLEANS, Aug. 12.—The Republican Convention adopted resolutions endorsing the principles of the National Republican party, as set forth in the Chicago platform, and in the adoption of the fifteenth amendment, the laws for its enforcement; adhere to the principles of equal rights to all mankind, whether at the ballot-box, in public schools or in the pursuit of business, without distinction of caste, race or nationality. They favor the enactment of a homestead exemption law, internal improvement, and the immediate rebuilding of levees; oppose special legislation; sustain President Grant and subordinates in the administration of the Government; endorse the action of the Louisiana Senators and Representatives; favor the elevation of capable and honest men to office, and pledge the Republican party of Louisiana to support these views. After a harmonious session of four days the convention adjourned *sine die*.

Grand Masquerade in Virginia.

GREENBRIER, WHITE SULPHUR SPRINGS, W. Va., Aug. 12.—The grand masquerade and fancy dress ball given last night for the benefit of the needy sufferers by the recent railroad accident at Jerry's run was one of the most brilliant affairs that ever took place at the Virginia Springs.

Among the prominent gentlemen present were ex-Senator James Mason, Com. M. T. Maury, Hon. A. H. H. Stuart, General Lilley, of Virginia; General D. M. Barringer, General T. L. Clingman, of North Carolina; ex-Senator Allen T. Caperton, of Virginia; W. N. Corcoran, of Washington, D. C.; Hon. Duncan K. McRae, of Tennessee; General John G. Meem, General M. D. Corse, General McCausland, of Virginia, and many others. Fully eight hundred persons were present, and several hundred dollars were realized for the sufferers.

FROM NEW ENGLAND.

Accident to a Pleasure Party.

BOSTON, Aug. 12.—The steam pleasure boat Grace Irving, with a party of fifty on board, struck a rock off Fort Warren yesterday noon and immediately sunk. All were saved.

New York Stock and Money Market.

NEW YORK, Aug. 12.—Stocks strong. Money 3@4 per cent. Gold, 117⅜. 5-20s, 1862, coupon, 111⅝; do. 1864, do., 111; do. 1865, do., 111½; do. 1865, new, 109¾; do. 1867, 109⅝; do. 1868, 110½; 10-40s, 107⅛. Virginia sixes, new, 63¾; Missouri sixes, 90⅝; Canton Co., 60½; Cumberland preferred, 35; New York Central and Hudson River, 95½; Erie, 23½; Reading, 95½; Adams Express, 68½; Michigan Central, 118⅝; Michigan Southern, 92⅝; Illinois Central, 131¾; Cleveland and Pittsburg, 106; Chicago and Rock Island, 114½; Pittsburg and Fort Wayne, 99½; Western Union Telegraph, 34½.

FROM WASHINGTON.

Death of Major French.

Special Despatch to The Evening Telegraph.

WASHINGTON, Aug. 12.—Major B. B. French, a few years since United States Commissioner of Public Buildings and Grounds, died at 1 o'clock this morning, at his residence on Capitol Hill, of disease of the heart.

Although he had been ill for two or three weeks, his death was very sudden and unexpected, and its announcement greatly startled the community of which he was an esteemed and prominent member, he having resided in this city for nearly forty years, and held many offices of honor and trust, both local and national, among which were Commissioner of Public Buildings, under Presidents Pierce and Lincoln, President of the Board of Aldermen and Common Council, member of the Levy Court, and for several years reading clerk of the House of Representatives, and, subsequently, clerk of that body. Major French was probably best known for his connection with the Masonic fraternity. He was a zealous Mason, and probably better known in the fraternity throughout the United States than any other member. He was Grand Master of the District, and Past Most Eminent Grand Commander of the Knights Templar of the United States. One of the Masonic Lodges, No. 15 of this city, bears his name. He leaves a wife and two sons, one of whom is a resident of Boston, and was with him at time of death.

Admiral Farragut.

Secretary Robeson yesterday received telegraphic advices from Commodore Pennock, commander of the Portsmouth, N. H., Navy Yard, that Admiral Farragut was still detained there by very serious illness.

The Shenandoah.

The third-rate screw steamer Shenandoah, mounting ten guns, will go into commision on Monday at the Boston Navy Yard.

Naval Resignattons.

The resignations of Robert F. Stockton, Second Lieutenant in the Marine Corps, and C. J. White, Professor of Astronomy and Navigation at the Naval Academy, have been accepted. The latter to take place on the 30th of September next.

Patent Extended.

The patent of Hezekiah Bradford, of Reading, Pa., for an ore washer, has been extended for seven years from the 12th instant, under the act of July 8, 1870.

Pension Agents

are authorized to appoint their clerks to take and certify affidavits of pensioners and their witnesses, in certain cases several agents employing female clerks. The question having been submitted to the bureau whether the law authorizes these females to be deputized in the same manner as the male clerks, Acting Commissioner Trevitt has, with great gallantry and justice, decided that their sex does not deprive them of the right to discharge all the duties of the office.

Naval Orders.

Despatch to the Associated Press.

Lieutenant Gwinner has been ordered to the Philadelphia Navy Yard.

Lieutenant-Commander Wright is detached from the Naval Academy, with preparatory orders to the Narragansett.

C. J. White, Professor of Astronomy and Navigation in the Naval Academy, has resigned.

Fire in the San Francisco Mint.

The Superintendent and Treasurer of the Mint at San Francisco telegraphed to the Secretary of the Treasury that a fire broke out yesterday in the Mint building from a chimney near the assay room, which was entirely subdued. The money, bullion, and books are all safe. They will resume work in three days.

FROM THE STATE.

The Sons of America.

Special Despatch to The Evening Telegraph.

DANVILLE, Aug. 11.—The order of Sons of America has been in session here since Tuesday, and the convention is largely attended. New York, New Jersey, Pennsylvania, and Missouri are represented. George H. Hawksworth, of this State, was yesterday elected State President for the ensuing year. It is understood that numerous important changes are to be made in the ritual of the order, and that the time of holding the Annual State Convention will be changed from August to June or September. The latter month appears to be the most favored. The convention will probably adjourn to-morrow.

Berks Minority Convention.

READING, Aug. 11.—The Minority County Convention meets here on the 31st inst. Extensive preparations are being made to accommodate the delegations, as it is believed that most of the counties in the State will be represented.

Judge Mercur for Congress.

BLOOMSBURG, Aug. 11.—The Republican County and Congressional Convention will be held here on Monday next. It is believed that Hon. Judge Mercur will be the choice of the convention for Congress.

Suicide of a Banker.

PITTSBURG, Aug. 12.—Philip R. Mertz, a well-known banker of this city, committed suicide about 5 o'clock this morning by shooting himself through the heart. He was found at 7 o'clock seated in the wash-room of his bank, with the pistol on the floor. He left a letter to his wife, in which he stated that owing to financial embarrassment he took his life.

FROM BALTIMORE.

Death of Rev. Dr. Sewell.

BALTIMORE, Aug. 12.—Thomas Sewell, D. D., of the Methodist Episcopal Church, died last night, aged fifty years.

GEORGIA.

Letter from General Butler—Effect of the Act of Admission on the Matter of Holding an Election this Fall.

From the Atlanta New Era, Aug. 5.

LOWELL, July 29, 1870—My Dear Governor:—I congratulate the State of Georgia at last upon her admission into the Union. After very full deliberation and very full argument, the conference committees of the House and Senate agreed upon the terms of the bill admitting the State. As the law enforcing the fifteenth amendment, taken with the former enactments in regard to Georgia, rendered unnecessary the conditions which had been, before the adoption of that amendment, attached to Virginia and Mississippi, I agreed that those conditions be stricken from it when the bill passed the House, and a simple resolution admitting the State, offered by Mr. Dawes, should take the place of the report of the committee. Mr. Farnsworth then offered, as the judgment of some of the Republicans and of all the Democrats of the committee, a proposition that nothing in this act contained should prevent the people of Georgia from having an election in the year 1870, as provided by their constitution. This, of course, was the Bingham amendment in a new form, requiring an election; because if Congress legislatively declared that the Constitution of Georgia required an election in 1870, then such election must be held. Mr. Farnsworth's proposition was amended by striking out the year 1870, so that the proposition stood, that nothing in this act contained should prevent the people of Georgia having an election according to the provisions of their Constitution. Of course I am giving the substance from memory, and not the words.

This amendment to Farnsworth's resolution was passed by a very large majority. The amendment, therefore, in my judgment, strengthened the theory upon which I had all along been acting, to wit:—That the people of Georgia ought not to have an election in 1870; or, in other words, as I expressed it in the committee of conference, I would not be accessory, before or after the fact, to the Rebellion in any way, by aiding the Rebels of Georgia to gain any portion of their ends by permitting the loyal legislators whom they had deprived of their seats to be again deprived of them by a new election, until they had served out a full two years' term of uninterrupted right and power in reorganizing the State upon a true Union basis. And as the Constitution gave the Legislature full right to determine when they would have an election for their successors, the statement in the act of admission that nothing in it contained should prevent the people of Georgia from having an election according to the terms of that Constitution seemed to me to affirmatively dispose of the question which was negatively disposed of by Mr. Dawes' naked resolution of admission.

The House evidently took this view of it. The bill as amended then went back to the Senate; and in order to save time in discussion and proposition of amendments, our friends voted for non-concurrence with the amendments of the House, in order that a committee of conference might settle the bill; and as the report of that committee could not be amended, no opportunity would be given to talk against time or embarrass the matter further by amendment.

When the committee of conference met, a proposition was made that a further proviso should be added, in substance, that nothing herein should be taken to *extend* the term of any member of the General Assembly or officer of the State of Georgia beyond the time fixed by the Constitution. That proposition came from the Senate conferees. A majority of the House conferees replied that we might have no objection to that, because we did not think that there was anything in the act which extended the time of any officers beyond that fixed by the Constitution of Georgia, and we called upon the Senate committee to point out anything that they claimed did so extend the term of office, which required the action or the proviso they proposed. The reply to that was that, although there did not appear to be anything so extending the time, yet they wanted the moral effect of the declaration in order to have an election in Georgia in 1870. To that the House Committee replied that we would not agree to the provise if that was the purpose, but we would agree if they would put in that nothing in the act should be construed to abridge or extend any office, so as to relieve it of its moral effect. Because we thought we were not legislating for the State of Georgia, but we desired the people and the Legislature of Georgia to settle their own affairs in their own way for themselves. This the Senate Committee, by a majority, declined to agree to, and the Conference Committee disagreed and agreed to report to the two houses that they could not agree.

Upon that report being made to the Senate, as we had supposed, the Senate ordered its committee to try again. Upon the conference committee again meeting, I myself drew up the proviso which was afterward agreed to, and which provided, as you know, in substance, as follows:—Nothing in this or any other act shall affect the term of office of any member of the Assembly or officer of the State of Georgia. This, after conference, was agreed to by both Senate and House, and has become a law.

I need not say, therefore, that I am clearly of opinion that the construction of the act will not require any election to be held in Georgia until the Legislature chooses to have one; that the present Legislature is thoroughly legalized, as far as an act of Congress can do so, by the declaration that a "legal Legislature" adopted the fifteenth amendment, and that, being a legal Legislature under your Constitution, you have the power to fix the election of your successors. Of course, any attempt to prolong the term arbitrarily, unjustly, indefinitely, or, in the slang of the discussion, to "perpetuate your power," would be just cause of animadversion, and, if extended too far, cause of revolution. But all true and good men in the country, as in the State of Georgia, in my judgment, will sustain you and the Legislature in taking to themselves, for the purpose of organizing the State, the full term of two years after they are fully seated in power as you now are.

Use the power you have have—as I know you will—with wisdom, justice, and moderation, and the pillars of the State of Georgia will be more firmly settled than ever to uphold the Union, the Constitution, and the laws of our country.

I am, very truly, your friend,
BENJAMIN F. BUTLER.

Hon. R. B. Bullock, Atlanta, Ga.

ROME.

List of the Anti-Infallibilists.

The *Gazette* of Augsburg publishes lists of the prelates who voted either unconditionally (*non placet*) or conditionally (*placet juxta modum*) in the session of the 13th of July, against the dogma of infallibility. The following are the American prelates upon the lists:—

Pittsburg (United States), Bishop Domenec.
Little Rock (United States), Bishop Fitzgerald.
Rochester (United States), Bishop MacQuaid.
St. Louis (United States), Archbishop Kendrick.
New York (United States), Archbishop McCloskey.
Savannah (United States), Bishop Verot.
Oregon City (United States), Archbishop Blanchet.
Monterey (United States), Bishop Amal.

CITY INTELLIGENCE.

ELECTRICITY.

The Effects of the Lightning.

The amount of electricity apparent during the storm of yesterday was somewhat in excess, and the damage resulting therefrom correspondingly large. Amongst many other places already noted by us, the following were injured:—The chimney of the house occupied by Sergeant Douglass, situate at the corner of Thirty-fourth and Ludlow streets, was struck, and the fluid passing down the chimney entered a pot in which some potatoes were being boiled, scattering potatoes, water, and pot all over the floor and almost paralyzing Mrs. D. with fear.

The cupola of the West Chester Railroad Company's depot at Thirty-first and Chesnut streets also suffered, and the way in which the fluid acted was somewhat odd. Passing down the wall it struck one of the tracks in the depot, along which it ran in the shape of a ball of fire, for some distance, until it met with a locomotive, around which it made a complete circuit. A man who was standing near suddenly felt a shock, and on recovering, found that all the damage done him consisted in the loss of a "butterfly," which had been neatly torn off the button.

The house No. 2510 Deshong street was somewhat injured. The stable of one Dougherty, at Twenty-fifth and Parrish streets, suffered, and a cow stabled therein was killed. At Trenton the dwelling of a Mr. Crouse, situated near the railroad station, was also visited. The fluid passed down the chimney into the stovepipe, thence to the stove, demolishing the whole affair, and stunning several of the family. From the scattered coals the flooring ignited, but a few buckets of water sufficed to extinguish the flames.

THE STORM IN DELAWARE COUNTY.—The storm yesterday was very severe in Delaware county, and an immense amount of damage was done. Chester creek, the east branch especially, was very much swollen, and the water created sad havoc with the property on its banks. Last evening the 4·45 train on the West Chester road was precipitated into Rock run, a short distance above West Chester Junction. The engineer was badly hurt, but the fireman managed to jump off the engine and escaped without serious injury. The baggage car and one of the passenger cars were thrown into the creek. Fortunately there were but a few passengers in the car, and no damage to life and limb was caused by the accident.

Most of the mills along the creek have suffered to a greater or less extent. Those belonging to General Patterson and run by R. L. Martin were overflowed, and the stock in the lower stories was injured to the extent of about $10,000. About half of the dam connected with these mills was carried away. The dam connected with George Gledill's mill was partially destroyed, and the stock in the mill was damaged to some extent. The weaving-room of Samuel Riddell's mill was slightly injured. A number of houses were struck by lightning, but there was no loss of life from this cause. One house with seven persons in it was struck, but all managed to escape injury. The horse of George McCracken was killed by lightning, and he slightly stunned, but he recovered in a few moments and experienced no serious injury from the blow.

CIGARS.—Two juveniles, named Thomas Lafferty and Thomas Mackel, have been held in $600 bail each by Alderman Heins to answer for the theft of a box of cigars from the store of one Hutchinson, on Second street, above Oxford. They were arrested on Philip street, above Columbia avenue.

BURGLARY IN THE TWENTIETH WARD.—About half-past 11 o'clock last evening burglars entered the residence No. 1411 North Thirteenth street, through the window of a flat. The house was occupied by but two persons, a lady and gentleman, who hearing the noise made by the rascals, arose and commenced search. In one of the upper rooms they found traces of the rascals, who had just left. Shortly afterwards a noise was heard in No. 1413, the residence of S. H. Huddell, whose family are at present out of town. In the house, however, were an old woman and a child. Whether she heard the burglars or not is unknown at present, but about half-past 4 o'clock they left the house, carrying with them 24 silver knives, 8 shirts, 8 dresses, and a lot of underclothing. Evidently fearful of detection, they hid the stolen property in Dowler's brickyard, at Thirteenth and Thompson streets, where it was found by Officer Swisler this morning.

A MAMMOTH EXCURSION.—An excursion party, consisting of about fifty ladies and gentlemen, started on an extensive tour this morning by the Erie Railway. They stop to-night at Williamsport and to-morrow go to Erie, where they will embark on a steamer and proceed through the lakes to Duluth, at the head of Lake Superior. From thence they traverse the new Lake Superior and Mississippi Railroad to St. Paul's, and will spend about ten days in visiting the Falls of St. Anthony and other objects of interest in that vicinity. They will traverse a distance of 1580 miles each way, by rail and lake navigation, achieving a distance of 3160 miles before their return to this city. The excursion will occupy about twenty-five days.

UNITED STATES COMMISSIONER'S CASE.—This afternoon Harry P. Cassady had a hearing before United States Commissioner Biddle on a charge of being concerned in the issuing and forwarding of a forged document to the Treasury Department, as proof of the marriage of Peter and Catharine Hanson, and on which certain prize money was obtained. The evidence was considered sufficient to send the defendant before a jury, and he was held to answer.

ARSON.—Yesterday two characters named Moses Neill and Frank Lyons were arrested in Frankford, at the instigation of two women, who charged them with arson. The women asserted that the men had set fire to a barn containing 100 tons of hay, at Davisville, Bucks county, and that they had followed them for the purpose of having them arrested. Alderman Stearne held the prisoners to await further developments.

LEG FRACTURED.—About 8½ o'clock this morning a lad named Joseph Metzger suffered a fracture of one of his legs by a gate falling on it at Twenty-first and Wallace streets. The sufferer, who is scarce nine years of age, was removed to his parents' residence, No. 2026 Coates street.

THE Central News Company, No. 505 Chesnut street, send us the latest numbers of *Punch* and *Fun*.

From Turner & Co. we have received *Every Saturday*, *Appleton's Journal*, and *Our Boys and Girls*.

PUBLIC BATH No. 4.—Yesterday public bath house No. 4 was moored in the Schuylkill, just above the Wire Bridge. For obvious reasons it was but poorly patronized.

Philadelphia Trade Report.

FRIDAY, Aug. 12.—The Flour market is hardly so firm, but quotations remain without change. The inquiry is entirely from the home consumers, who purchase only enough to supply their immediate wants. The sales comprise small lots of superfine at $5·50@5·75; extras at $6@6·25; 5000 barrels Iowa, Wisconsin, and Minnesota extra family at $6·75@7·37½; Pennsylvania do. do. at $7·25@7·75; 500 barrels "City Mills" do. do. on private terms; Indiana and Ohio do. do. at $7·25@8; and fancy brands at $8·25@8·75. Rye Flour is steady at $6·15@6·25. In Corn Meal nothing doing.

The receipts of Wheat continue liberal, and the demand is limited at the recent decline. Sales of old Pennsylvania red at $1·47@1·50; new Western do at $1·40@1·45; and 15,000 bushels new Indiana do. at $1·45@1·46, and part at a price kept secret. Rye ranges from $1·10 to $1·12 for Western and Pennsylvania. Corn is dull and depressed. Sales of Pennsylvania yellow at $1·04@1·06; 2000 bushels Western do. at $1@1·03; and Western mixed at 96c. Oats are dull. Sales of old Pennsylvania at 59@61c., and new do. at 53@54c. In Barley and Malt nothing doing.

Seeds—Cloverseed sells in a small way at $7·75. Timothy ranges from $4·87½ to $5. Flaxseed is wanted by the crushers at $2·25.

Whisky is inactive; we quote Western iron-bound at $1·01.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA.....AUGUST 12

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....79 | 11 A. M.....87 | 2 P. M.....91

CLEARED THIS MORNING.

Steamer Ann Eliza, Richards, New York, W. P. Clyde & Co.
Steamer A. C. Stimers, Lenny, New York, do.
Tug Thomas Jefferson, Allen, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug G. B. Hutchins, Davis, Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamship Wilmington, Cole, from New York, with mdse. to W. P. Clyde & Co.
Steamer Mayflower, Fultz, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Steamer M. Massey, Smith, 24 hours from New York, with mdse. to W. M. Baird & Co.
N. G. bark Charlotte, Steef, 57 days from Bristol, with old iron to Naylor & Co.—vessel to P. Wright & Sons.
Nor. bark De Geer, Tillepan, 76 days from Gottenburg, with bar iron to Steever & Potts—vessel to L. Westergaard & Co.
Schr Olivia, Fox, 1 day from Odessa, with grain to Jas. L. Bewley & Co.
Schr Ellwood Doran, Jarvis, from Kennebec, with ice to Knickerbocker Ice Co.
Schr B. F. Lowell, Lovett, from Gardiner, Me., with ice to Johnson & Co.
Schr Adelia B. Birdsall, from New York.
Schr Eliza and Rebecca, Ireland, from Norwich.
Schr Ocean Wave, Ware, from Middletown, Conn.
Schr Maggie P. Smith, Grace, from Norwich.
Tug Hudson, Nicholson, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Chesapeake, Merrihew, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

WENT TO SEA.

Ship Arcturus, for Antwerp; barks Busy, for Gibraltar; Hornet, for do.; Isaac R. Davis, for London; James A. Borland, for Cronstadt; brigs Sagua, for Sagua; Josephine, for Galveston; and Posie, for Barbadoes, went to sea at noon yesterday—reported by Mr. Samuel M. Schellinger, pilot.

MEMORANDA.

Ship Wyoming, Godfrey, hence, arrived at Liverpool 11th inst.

Steamers Magnolia, Palmer, for Havana via Nassau; Bolivar, Wolfe, for Key West and Galveston; General Barnes, Malory, for Savannah; and Washington, Wallace, for Wilmington, N. C., cleared at New York yesterday.

Bark Theobald, Theobald, hence, arrived at Hamburg 28th ult.

Br. brig Black Duck, Noell, hence, arrived at Demerara 11th inst., and remained, loading for Delaware Breakwater, 22d.

Brig J. B. Kirby, Barnard, for Philadelphia, sailed from Kingston 16th ult.

Br. schr Summerville, Masters, hence, arrived at Ponce, P. R., 9th inst.

Schrs Hamburg, Jones, from Philadelphia for Norwalk; S. Anderson, Doyle, from do. for Bridgeport; Reading RR. No. 43, Rodan, from Hoboken for Norwich; and Surf, Abbott, from Trenton for Derby, passed through Hell Gate yesterday.

WEDDING AND ENGAGEMENT RINGS of solid 18 karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand.
FARR & BROTHER, Makers,
325 wfm5 No. 324 CHESNUT Street, below Fourth.

GENT.'S FURNISHING GOODS.

FINE DRESS, IMPROVED SHOULDER-SEAM
PATTERN SHIRTS,
MADE BY R. EAYRE,
ONLY, [5 4 w9mam8p
48 N. SIXTH St., below Arch.

THIRD EDITION

LATEST WAR NEWS.

The Duc de Chartres.

Prince Imperial not in London.

Occupation of Saverne.

The Fighting at Woerth

Koniggratz Outdone.

The Imperial Imbecile.

"Victorious or Discrowned!"

Why MacMahon was Beaten

FROM EUROPE.

The Wurtemberg Contingent.

STUTTGART, Aug. 12.—In the battle of Woerth the 1st Corps of the Wurtemberg contingent lost six officers and twenty-three men killed, 237 wounded, and 118 missing. At Gersweiler the Wurtemburg troops captured one mitrailleuse, three cannon, one staff carriage, 2200 prisoners, and 500 horses.

The Duc de Chartres.

LONDON, Aug. 12.—The Duke of Chartres has asked permission to take service in the French army. He claims the privilege as a Frenchman who has learned something of the art of war in America and Italy.

The Prince Imperial.

The *Telegraph* is authorized to contradict formally the report that the Prince Imperial is in London.

The Occupation of Saverne.

MacMahon marched out of Saverne on Sunday night from one side of the town just as the Prussians were marching in on the other.

D'Auvergne and the New Ministry.

It is reported that Prince de la Tour d'Auvergne will decline the portfolio of Foreign Affairs in the new French Cabinet because of ill health.

Demonstration at Brussels.

At Brussels last night there was an enthusiastic popular demonstration before the Palace and the British Legation.

The Mitrailleuse.

LONDON, Aug. 12.—Experiments at Shoeburyness with the mitrailleuse are said to have been splendidly successful. The press gives a glowing account of the range and accuracy of the weapon.

The "Times" on Napoleon.

The *Times* this morning says:—"The pride of France is wounded and her prestige dimmed. Who brought this on her must suffer for it."

Victorious or Discrowned

is Napoleon's attitude on the next battle-field.

The Terrible Fighting at Woerth.

Prussian accounts say nothing at Koniggratz could parallel the destruction of life at Woerth.

Napoleon on the Field.

The same accounts say it is believed Napoleon was on the field with MacMahon. The war reports are obscure and unsatisfactory.

Bull Run Russell

writes to the *Times* that the French headquarters were wholly ignorant of the details of the battle of Woerth, but were impressed with the belief that it was *decisive and important in its results.*

M. Thiers

is reported to have said, "*The Empire is ended and a republic inevitable!*"

The Emperor's Bad Generalship.

The Paris *Pays* publishes a letter from Charles Desmoulins, dated at Nancy, denouncing the Emperor's bad generalship.

Why MacMahon Was Beaten.

He says:—MacMahon, gallantly struggling, was beaten for lack of support, though there were multitudes of armed Frenchmen at hand eager to save him. The passage of the Rhine was undefended.

Commissariat

was utterly inadequate, and the soldiers were compelled to eat sour fruit and raw vegetables and take consequences.

Alsace and Lorraine.

Prussia to-day has Alsace; to-morrow she will have Lorraine.

The people are dispirited. The soldiers believe themselves betrayed, and clamor for a leader.

The Luxemburg Guarantees.

Luxemburg haeing asked for a reaffirmation of her neutrality, the powers reply that the existing guarantees are sufficient.

FROM WASHINGTON.

Franking Private Circulars.

Special Despatch to The Evening Telegraph.

WASHINGTON, Aug. 12.—The Census Bureau is about to prosecute an Assistant Census Marshal in one of the Southern States, charged with using his official frank to frank his private circulars and business cards.

The Air Line Behind Time.

The through night train from New York arrived here three hours behind time this morning. The delay was caused by damage to a bridge at Chester, Pa.

The European Mails.

Several American companies are yet endeavoring to negotiate with the Postmaster-General for a contract for the European mails. They ask to buy steamers abroad and run the same under the American colors and also heavy subsidies, neither of which can be granted. The highest compensation that can be allowed is the aggregate foreign and inland postage.

Violating the Revenue.

H. V. Brown and W. F. Tateem, tobacco manufacturers, in Patrick county, Va., have been arrested and committed to jail for violating the Internal Revenue laws by using stamps a second time on boxes of manufactured tobacco, and also for using old tobacco boxes. Several other arrests are reported.

Execution of a Murderer.

Nimrod Richards, colored, convicted of the murder of William Lyles, white, in Prince George's county, Maryland, in July, 1866, is to be hung to-day at Marlboro, in that State.

Indian Annuity Goods.

The Commissioner of Indian Affairs has purchased Indian annuity goods to the amount of four hundred thousand dollars. The largest single award of one hundred thousand dollars for blankets was given to manufacturers in Philadelphia. Claflin & Co., of New York, get sixty thousand dollars worth of dry goods. The prices are 25 per cent. lower than last year.

Amounts Due the States.

An aggregate of one million thirty-five thousand dollars is now due the different States under the provisions of an old act of Congress, making a permanent appropriation of $200,000 for arming and equipping the militia. A considerable portion of this sum belongs to the Southern States, while several of the Northern States have heavy undrawn balances standing to their credit.

Baltimore Produce Market.

BALTIMORE, Aug. 12.—Cotton strong and good, very scarce. Flour dull and weak, and prices slightly favor buyers. Wheat heavy; sales of prime Maryland red, $1·60@1·65; good to prime do., $1·40@1·45; fair to good, $1·25@1·35; white, $1·60@1·70; Western red, $1·40@1·45. Corn—White, $1·10; yellow, $1·05@$1·08. Oats steady at 42@48c. Rye, 85c.@$1. Mess pork quiet at $31. Bacon firm; rib sides, 18c.; clear do., 18½c.; shoulders, 15¾c. Hams, 26@26½c. Lard quiet at 17½@18c. Whisky dull at 99c.@$1.

New York Produce Market.

NEW YORK, Aug. 12.—Cotton quiet and unchanged; sales 300 bales. Flour quiet and without decided change; sales 8000 barrels. Wheat quiet; sales 30,000 bushels. Corn quiet; sales 26,000 bushels. Oats quiet; sales 16,000 bushels, at 60@61c. for State; 51@52c. for Western. Beef steady. Pork inactive. Lard heavy; steam, 15½@16¾c. Whisky quiet at 98 cents.

N. Y. MONEY MARKET YESTERDAY.

From the N. Y. Herald.

"The controlling influence operating upon the gold market to-day, and more remotely upon the course of prices at the Stock Exchange, was the curious intelligence from Paris that the new French Ministry, with their decided predilection for the Napoleonic ideas and dynasty, have been confirmed by the French Legislature, at a time, too, when Wall street was led to believe that the French cause was so demolished as to leave hope for no alternative save peace without Napoleon. The sudden strength which the Emperor has thus shown has checked temporarily all speculations as to his dethronement and the abolition of the empire, and started grave fears whether the people of France, sharing his shame and disgrace, may not second him to the uttermost of their ability in a restoration of French prestige. The Gold Room, taking this view of the situation, began to look for a prolonged war—a change in sentiment which rendered gold firmer.

"The gold market was feverish and unsettled between the extremes of the day, which were 115¾ and 117½. The importance attaching to the situation in the French Government fairly overrode the influence of a reduction in the Bank of England rate of discount to 5½ per cent.—the alteration having been made at the usual weekly meeting of the directors this morning—and was the secret of lower quotations for our Five-twenties in London to-day, despite the easier discount figure at bank—an inconsistency which surprised those who had not given full value to the doings in Paris. Gold opened as it closed last evening, in the vicinity of 115¾, and eventually rose to 117⅜, from which it declined to 116⅜, on the report of another Prussian victory. This report lacking confirmation there was a second advance to 117¾, from which there was a decline at the close to 117 on the news of a recovery to 86⅜ for our five-twenties in London—a recuperative movement of the market abroad for which we have steadfastly looked in view of the inevitable enhancement of American credit, whether Prussia ends the war by following her victories to the gates of Paris or France prolongs it by a grand rally at the present critical juncture. The only alternatives in the case are the later or speedier enhancement of that credit. The appreciation itself is a fixed fact.

"In the gold loan market the rate ranged from four per cent. for carrying to flat for borrowing. The operations of the Gold Exchange Bank were as follows:—Gold cleared, $102,005,000; gold balances, $1,705,630; currency balances, $2,092,192.

"The better demand for money, arising out of the larger volume of business and enhanced prices at the Stock Exchange, induced some of the banks to call their five per cent. loans to the brokers, whose wants were, however, readily supplied from other sources at the same rate. Prime houses were freely accommodated at as low as four per cent. on stocks, and the Government dealers were easy borrowers at three to four per cent. Commercial paper is in moderate supply at 6½ to 7½ per cent., with 7 to 8½ per cent. bid, for prime double name acceptances."

PHILADELPHIA STOCK EXCHANGE SALES,
Reported by De Haven & Bro., No. 40 S. Third street

BETWEEN BOARDS.

$10000 Amer Gold....117⅜ | 100 sh Read R..b40. 48⅛
100 sh C & A R..2d.116 | 100 do...b30.48 1-16
100 sh Read R..b30. 48⅛

SECOND BOARD.

$1000 City 6s, New..101¾ | 400 sh Read R...ls.47·94
$1000 Pa R con bds. Cp.. 95¾ | 46 sh Penna R..... 58¾
$1000 do.....95¾ | 16 do..... 58¾
$1500 City 6s, Old...101¾ | 2 sh Cam & Am R.116
$500 do.va cfts.101¾ | 8 sh Leh V R...ls. 57⅜

FEARFUL ACCIDENT TO CHILDREN.

Fall of a Scaffold in Worcester—One Hundred and Fifty Children Precipitated to the Floor.

From the Worcester Spy, Aug. 10.

An accident happened in Mechanics' Hall yesterday morning which cannot be allowed to pass without calling attention to the inexcusable carelessness that was the cause of the fall. The hall was open for the practising of the children, under the direction of Mr. Harley Newcomb, of Boston, who has for some time past been drilling them for a series of concerts, the first to be given last night. The chorus platform was a slender scaffolding, seventeen feet high in the rear, and sloping down past the front of the stage, where it rested on small posts with tiers of seats from top to bottom. When the children were seated, about 120 of them, a cracking noise was heard, and Mr. Newcomb went around to the rear of the structure to see what made the noise. He looked up just in time to see the framework parting, and before he could get back to the front, that half of the scaffold on which the children were seated fell with a crash, bringing the children and broken boards and sticks to the floor, in a mass. It was at first thought that several were killed, and the shrieks of the wounded and frightened made it a scene of confusion that immediately called together a crowd of people, who extricated the boys and girls, finding none of them dangerously hurt, but some with broken bones, and many of them more or less injured. Had the Millbury chorus, numbering 100, been seated on the platform, the result would have been much more serious.

The platform was a slimpsy, miserably-constructed affair, and any one who would send it out from the shop for the purpose of supporting children seventeen feet from the ground, deserves to be severely censured, and it also seems strange that any one could place the children upon it if they gave a thought to its weak and insufficient construction. Mr. Newcomb says that he did feel uneasy about it, but it stood the pressure of 300 children in Providence, on the occasion of his giving a concert there a few days since; and, being assured by the builders that it was amply strong, he felt that he could rely upon it for the Worcester concerts, after which he intended to send it back to the builders—Morton & Chesley, of Boston—whom he had told that it was not such a one as he had ordered. It was built at a cost of $225, and was intended for use in fifty or seventy-five concerts, had its strength been sufficient to suit Mr. Newcomb, who says that he gave directions for a much stronger structure.

SAD ACCIDENT ON THE ST. LAWRENCE.

A Steamboat Sunk—Great Loss of Life.

News has just been received in Quebec to the effect that the steamboat L'Etoile, a market boat plying between there and Pointe aux Trembles, was run into and sunk nine miles up the river by a schooner. It is impossible to ascetain the number of lives lost as yet, owing to the distance, but conflicting reports are afloat; some stating that none but the cook is drowned; another that fully fifteen market people have been drowned, mostly women and children. Two sisters of charity were saved. The boat was not far from the land. The passengers and crew saved themselves on floating debris. The boat's cook was lost. The cabin was full of women when the accident happened.

The captain states that his vessel sank in one minute and a half after being struck;